

MANUFACTURERS' RECORD.

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER.

VOL. XXVII. NO. 20. {
WEEKLY. }

BALTIMORE, JUNE 14, 1895.

}\$4.00 A YEAR.
{ SINGLE COPIES, 10 CENTS.

Manufacturers' Record.

PUBLISHED EVERY FRIDAY BY THE
Manufacturers' Record Publishing Co.
MANUFACTURERS' RECORD BUILDING,
Lexington and North Streets,
BALTIMORE.

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Editor and General Manager.
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NEW ENGLAND OFFICE—John Hancock
Building, 178 Devonshire St., Boston.
S. I. CARPENTER, Manager.

SPECIAL TRAVELING REPRESENTATIVES:
RICHARD S. EVANS,
I. S. FIELD.

SUBSCRIPTION, - - - - - \$4.00 a Year.
TO FOREIGN COUNTRIES, - - 26s. 6d. a Year.

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THE Southern Mutual Insurance Co., of Athens, Ga., is one of the phenomenal companies of America. Its success has for years amazed the public. At the last annual meeting, held last week, a dividend of 72 per cent. was declared for the year. This report showed that during the year the company received \$263,045.62 in premiums and \$443,096 in interest. The fire losses amounted to \$54,419.39, and the amount returned to policy-holders was \$190,000, representing 72 per cent. interest.

THE Charlotte (N. C.) News says that a \$15,000 gold brick from the Haile mine, of which Capt. A. Thiess is superintendent, was received at the Charlotte mint a few days ago. A few more gold mines yielding as large results in proportion to capital invested as the Haile mine would soon revolutionize the mining interests of the Piedmont region. Captain Thiess has built for himself a monument by opening a way for the utilization of millions of tons of low-grade Southern ores.

THE Washington Post, referring to the efforts that are being made to secure an expenditure of \$9,000,000 in enlarging the Erie Canal, and to the report made by the canal committee of New York, in which reference is made to the advantage of Boston, Philadelphia, Baltimore and Newport News, says:

It will be a long time probably ten years, before the proposed work will be completed. Meanwhile "the dwindling commerce of New York" will continue to dwindle, and when the canals are deepened they will not enable New York to compete successfully with Newport News. The produce of the Northwest will continue to find its way in increasing quantities to the new city on Hampton Roads, because of the shortness of the route and unsurpassed facilities for handling freights. The best harbor on the Atlantic coast is another and great advantage which Newport News possesses, and which will be a great factor in her inevitable great future.

Judging by this editorial commendation of Newport News, the Washington Post seems to have a very high opinion of the destiny of that place. Making Newport News New York's chief rival for foreign trade is a rather striking way of presenting the case.

Southern Railway Co. and the Upbuilding of the South.

Unfortunately for this section, the management of the railroad which traverses it does not take the interest it ought to in this move, or that many other Southern roads do in similar undertakings along their lines. At the meeting of railroad managers in Chicago last week not a representative of the Southern Railway was present, notwithstanding it is the largest system in the South, and the convention was called particularly for the purpose of meeting the demands of Southern immigration, since there is no immigration to other sections. But there is still hope for us in the fact that competition may bring the Southern to time, if nothing else will—Tallapoosa Journal.

It is to be regretted that the Journal should have any occasion for publishing such a criticism as this. When the old Richmond Terminal was reorganized into the Southern Railway, backed by Drexel, Morgan & Co. and other great financiers, the MANUFACTURERS' RECORD predicted that this change would prove of great value to the South. We still believe this will be true, but we are sorry to say that many other roads are running far ahead of the Southern in work for immigration and industrial development. As stated in our last issue, the Illinois Central has secured the establishment of thirty strong manufacturing companies with a capital of nearly \$4,000,000 during the last eighteen months; it has made equally good progress in immigration work. The Georgia Southern & Florida, soon to be absorbed by the Southern, has been one of the most progressive roads in the South in bringing in thrifty farmers and turning a pine woods region into a great orchard and vineyard, yielding already hundreds of thousands of bushels of peaches and other fruits. The Mobile & Ohio and a number of other roads have been active in this good work, and the Seaboard system has during the last two years become one of the most progressive in the whole country in aiding the development of the country tributary to it. The reorganized Savannah, Americus & Montgomery promises to be a leader in this good cause also. Unfortunately, however, the great Southern, with its immense mileage, draining much of the best territory of the whole South from the Potomac to the Mississippi, has hardly measured up to what was expected of it. Possibly its management has been too busy gathering in additional lines and compacting its system to give full attention to this—the most important question before the South. The Southern has a great opportunity to win popular favor, to build up the country and to make its system one of the best in America by broad-gaged work in aiding in industrial and agricultural advancement, and in making known the attractions of its favored territory. The MANUFACTURERS' RECORD trusts that its work in this line may exceed that of other systems in proportion to the greatness of its mileage as compared with others, but to do this it must hustle

more than the public has yet seen evidence of. The South is beginning to view with a rather unfriendly feeling the increasing mileage, and thus the increasing power of this system, but this can be offset if this road exerts to the utmost its great power and the wealth that is back of it in aid of the South's upbuilding.

The Nicaragua Canal and Southern Cotton.

The MANUFACTURERS' RECORD has often pointed out the immense value which the construction of the Nicaragua Canal would be to the South, and especially to the cotton-producing interests. When General Grant returned from his trip around the world he called attention to the growing importance and possibilities of the cotton-manufacturing trade of Japan, and predicted that with the construction of the Nicaragua Canal, Japan and China would furnish a ready market for from 3,000,000 to 5,000,000 bales of Southern cotton. About a year ago the MANUFACTURERS' RECORD published a letter from ex-Governor Hubbard, of Texas, who was for several years United States minister to Japan, in which, basing his statements on a careful investigation made while on the ground, he predicted that the Eastern world with its 800,000,000 inhabitants would within a few years, if the Nicaragua Canal were in existence, furnish a market for 10,000,000 bales of Southern cotton, so rapidly is the consumption of cotton goods in those countries increasing. Since that letter was written the war between China and Japan has opened the eyes of the world to the possibilities of the East and demonstrated that Asia is to be the centre of tremendous commercial and industrial expansion during the next half-century.

The results that must flow from this war are so wide-reaching as to be far beyond comprehension at present. We can only surmise what it means when 800,000,000 people, or more than half the population of the world, begin to awaken to the life and stimulation which has brought Japan to the front so rapidly. In a letter to Mr. R. H. Edmonds, editor of the MANUFACTURERS' RECORD, Mr. N. Hashiguchi, consul-general of Japan at New York, touches on these questions as follows:

We have now more than forty cotton mills in Osaka (commercial emporium of Japan) and in some other prefectures. This industry is of very recent growth. In one decade or so it has grown tremendously, and is steadily growing. To feed our mills we import a good deal of raw cotton from China, India and America. Native product of cotton was fairly sufficient in former times, before the opening of our country, to meet the demand of the people. But as we consume an immense amount of raw cotton in our mills, with the object of exportation of yarn and manufactured goods, the native supply of raw cotton could not satisfy even a very small percentage of the demand, so a foreign supply becomes naturally necessary. While considerable quantities of cotton have been shipped direct to Japan from San Francisco and Tacoma, a great

deal of cotton goes to Japan via Liverpool. It is quite obvious that we are obliged to pay high prices for the cotton sent round via Europe, and consequently the more general use of American cotton in Japan is obstructed by the high rate of freight which is imposed. The only way of doing away with this obstacle is by constructing the Nicaragua Canal, in which you are, I am told, very much interested. As you are fully aware, war is a great calamity, but at the same time it is a good and wholesome medicine to awake and stir up a country in every way concerning commerce and industry. Our war has been very good from this point of view, and the best stimulant both for Japan and China. China especially will be roused from her long lethargy. Our industries should be given a great impetus by war, and among others cotton especially.

A Talked-Of Consolidation.

Efforts are being made to bring about an arrangement on the part of the Tennessee Coal, Iron & Railroad Co., the Sloss Iron & Steel Co. and others in the handling of their coal output. The plan as contemplated is to divide up certain territory between the various companies in order to prevent the cutting of rates. This will probably be effected. The proposition to consolidate these companies has again been mooted by some of the leading stockholders, and while the MANUFACTURERS' RECORD is informed, no official discussion or action has taken place, it is nevertheless true that some of the leading spirits in these companies have been discussing whether it would not be profitable to make a general consolidation.

The MANUFACTURERS' RECORD trusts that this may not be accomplished. It believes that the best interests of the South will not be served by such a gigantic consolidation of iron-making as this would bring about. Fortunately a new company, backed by very strong people, has been organized to operate three furnaces at Sheffield, and there is but little danger of all Alabama furnaces ever coming under the control of one management.

Cotton-Mill Building.

The Boston Journal of Commerce persistently takes the ground that the fear of some people that the cotton-mill business will be overdone in this country is groundless. The Journal of Commerce says:

The world is coming to us for its cottons, and is willing to pay us a price for them that will allow our mills to return good dividends to their stockholders. There is no trouble in selling them. Let the world understand that we are a manufacturing as well as an agricultural nation, and it will seek our markets in which to replenish its stocks of cotton goods. * * * Do not be afraid to put your savings into cotton mills either in the North or South. The money so invested, if well managed, will earn you a good per cent, in either locality. Let not our machine-builders be afraid to give Southern customers long credit. There is but little risk in doing so. Notice the very small amount of money that has been lost by Northern investors in Southern cotton mills. It is a mere trifling compared with the amount invested in that business there. * * * We need all the cotton mills, both in the North and in the South, we can get built. Let the idea of over-production be banished from your mind, for there is no such danger that threatens our cotton-manufacturing industry.

It is to be hoped that the Journal of

Commerce is correct in its statement of the case. A word of caution to the South, however, may be needed. The disposition to invest in cotton mills is increasing very rapidly, and the South is turning its attention to the development of this industry with great vigor. There is danger, however, that mills will be built by wholly inexperienced men, who, knowing nothing at all of the business, are apt to bring about unfortunate results. With rare exceptions, successful manufacturers must have some technical training. There is great danger that this important point will be ignored, and that in the desire to secure mills some Southern towns may put up money for such enterprises, only to see it lost by mismanagement. Not every man can run a cotton mill successfully, nor is every town suited for cotton manufacturing. There are many industries that can be established in the South which will yield just as large profits as cotton mills, and it will be far better for the South not to centre all interest on cotton, but to bring about the widest diversity of its industrial activities.

THE MANUFACTURERS' RECORD has recently referred to the fact that the industrial foundation of New England is an artificial one; that it imports its lumber, imports its iron, imports its coal, imports its cotton and imports its food-stuffs. This point is illustrated in a statement made by the Textile Excelsior, which, referring to the building of a large cotton mill by the Fall River Iron Works at Fall River, says that a cargo of 700,000 feet of Southern lumber will be shipped from Savannah about June 20 for Fall River, having been purchased for use in building this new mill. After the South has furnished the lumber for the construction of the mill, it will then furnish the cotton for running it, and also soon be furnishing the food-stuffs for the mill people to eat. The Excelsior very aptly says:

New England furnishes the balance, or the brains. True, it takes capital, but that accrues as a result of the activity of brains in industrial enterprises. The South has awakened to the fact that she also has brains capacitated for making successes in textile manufacturing, and with the prime resources right at hand it is little wonder that the South is becoming a great textile manufacturing country. Let Fall River continue to prosper, for we will prosper too.

MR. B. A. CLAPP, treasurer of the old Penn Cotton Mill Co., of Pittsburgh, Pa., in a letter to the MANUFACTURERS' RECORD, says:

There is no cotton manufacturing in this section. Of some seven mills formerly here, the Penn, which was moved away three years ago, was the last to go.

This is but an illustration of what the MANUFACTURERS' RECORD has claimed. Manufacturing must, in these days of close competition and narrow margin of profits, centre at the point where goods can be produced at the lowest cost. That point is where raw material and other advantages are concentrated, and that is the South.

THE steamship Werneth Hall is now discharging 1500 tons of Liverpool salt at Port Royal, and will load 5000 tons of return cargo and sail on the 18th, thus being in port to discharge and reload ten days only. Her outward cargo will consist of 2000 tons of phosphate, 1000 tons of flour, 500 tons of cottonseed meal, 500 tons of lumber and sundries and 4000 bales of cotton. This is an illustration of the continued development of the export trade from Southern ports.

ON A RISING MARKET.

Remarkable Advance In Iron and Steel, and Its Importance to the South.

For the first time in several years the iron and steel trade of this country, and indeed of the world, is again showing advancing prices, together with increased production and consumption. The developments since the beginning of this year, and more particularly within the past three months, have been of a character, while predicted for three years, have taken the trade by surprise and turned pessimists into optimists.

The year 1894 closed with the lowest production of pig iron for many years past, and, what added to the distress in the trade, the lowest prices ever recorded. Our weekly production was but 168,414 tons, and stocks 645,458 tons. In Chicago No. 2 coke was selling for \$9.75 and Southern No. 2 for \$10. In Philadelphia No. 2 was \$11.50 and steel billets \$17. In Pittsburgh No. 2 was \$10 and Bessemer iron \$9.85, while billets were selling at \$14.80 at the mill. In Birmingham, Ala., No. 2 foundry was selling at \$7 and gray forge for the unprecedented figure of \$6, a lower price than iron has ever been sold for in any other country in the world.

During January trade was in the usual demoralized condition consequent upon holidays and annual balancing of accounts, and on February 1 the weekly production had changed but little, being 167,271 tons. Stocks had, however, increased to 718,073 tons, showing a material falling off in consumption. Prices declined still further. No. 2 was \$11 and still billets \$17.50 in Philadelphia. In Chicago the same price ruled for iron, but billets were \$16.50. In Pittsburgh No. 2 foundry had fallen to \$9.75. In Louisville No. 2 foundry was \$8.75, and in Cincinnati \$9, while in Birmingham gray forge sold for \$5.90. During the month there began to be an improvement, at first so slight that few would admit it. Still production declined, and on March 1 was but 156,979 tons per week, with stocks 770,972 tons, showing a further reduction in consumption. At this date there was a very slight stiffening in prices, noticeable first in Bessemer, which advanced to \$10.25 in Pittsburgh.

Trade moved along through March with conflicting rumors. The price of coke was to be advanced, as was also that of lake ores. Labor was beginning to clamor for higher wages, but no immediate improvement seemed to be in sight, though the better informed in the industry foresaw that a change must come, and that at an early date. On April 1 the weekly output had increased but little, amounting to 158,132 tons, while a slight increase to 786,192 tons was noted in stocks. Notwithstanding this, there was a much stronger tone in the market, and as Connellsville coke had been advanced to \$1.35 and lake ores to \$2.85, an increase of thirty-five cents, the price of iron and steel products moved up a peg. No. 2 foundry sold at \$11.25 to \$11.50 and steel billets \$17.75 in Philadelphia.

During April the change for the better began to make itself more apparent; prices became firmer and producers decided upon an advance. By May 1, while production was only 155,920 tons, and stocks but little less than the preceding month, Southern coke No. 2 was selling for \$10.50 and local No. 2 for \$10.25 in Chicago. In Philadelphia No. 2 was \$11.25; billets had gone to \$18 to \$18.25. In Pittsburgh No. 2 was \$10.25, Bessemer iron \$11.50 and billets \$16.50 at mill. The real advance then began, and by the first of June billets had gone to \$19.50 in Chicago and Philadelphia, No. 2 foundry to \$9.50 in Cincinnati and \$9.25 in Louisville, while in Pittsburgh No. 2 was selling for \$10.50 to \$11, Bessemer iron for \$11.75 to \$12.25 and billets \$17.75 at mill. Since then this ad-

vance has been continued. Today Eastern buyers are paying \$20 for billets; pig iron is strong at the quotations given, and an advance of twenty-five cents expected at any moment. In Cincinnati the price has already risen to \$9.75 to \$10.25 for No. 2 foundry, and in Louisville to \$9.50 to \$10 for the same grade. Coke is to be advanced to \$1.50 on July 1, and a further advance of fifteen cents is expected on lake ores.

The following table, prepared by the American Iron and Steel Association, serves to give a good idea of the great advance which has taken place in the prices of some of the leading products of iron and steel manufacture:

Prices per gross ton.	Mar. 1.	April 1.	May 1.	June 7.
Old iron T rails, at Philadelphia	\$11.75	\$12.00	\$12.00	\$12.50
No. 1 anthracite foundry pig iron, at Philadelphia	12.00	12.00	12.00	12.50
Gray forge pig iron, at Philadelphia	10.50	10.50	10.50	11.00
Gray forge pig iron, lake ore, at Pittsburgh	8.95	9.25	9.40	10.55
Bessemer pig iron, at Pittsburgh	10.15	10.60	10.75	12.00
Steel rails, at mills, in Pennsylvania	22.00	22.00	22.00	22.00
Steel billets, at mills, at Pittsburgh	15.00	15.35	15.75	18.10
Best refined bar iron, from store, at Philadelphia	28.00	29.12	30.24	30.24
Best refined bar iron, at Pittsburgh	24.64	24.64	25.76	26.88

Since this was prepared Southern furnaces have made a further advance of twenty-five cents per ton, raising the price in Chicago to \$10.75 to \$11.25, Cincinnati \$9.75 to \$10.25 and Louisville \$9.75 to \$10.25. Such a change within sixty days is almost without precedent. In selling price of No. 2 Southern foundry there is an advance of \$1.25 in Cincinnati and Louisville, of \$1 in Chicago and Pittsburgh. In billets the most marked change appears, from \$17.75 to \$20 in the East, a net advance of \$2.25, and in Bessemer iron an advance in Pittsburgh from \$9.85 in January to \$12 today.

What has led to this advance and why there is every reason to believe that it will continue is plain to everyone who will consider the conditions through which we have passed in the last four years. With the financial and commercial depression, which was the direct result of overproduction, all manufacturing establishments were forced to secure the highest results with the smallest expenditure. Reserve stocks were reduced to a minimum and expansion was restricted. With the improvement in trade these works have continued along the same lines followed last year, but recently, as the outlook has become so much more satisfactory, as there is promise of abundant crops in the West and South, and as merchants everywhere are displaying a willingness to buy, it has become necessary to increase the capacity of manufacturing establishments, and this has resulted in the greater demand and consequently increase in prices.

No part of the country is more vitally interested in this rise in the values and increased consumption of iron and steel products than the South. Ever since the development, or it is more just to say, the partial development of its vast resources of iron ore and coal it has become a factor in the trade second to no part of the country. At present, owing to the extremely low prices which have ruled, the continued development of its iron and steel resources has been temporarily at a standstill, and some enterprises have been unable to produce at prices which would enable them to continue in operation. With the increase these can again become profitable and others can start. Furnaces now idle will go into blast and mines from which they draw their supplies will be opened. These will give employment to many men, and they, in turn, will require food and clothing, thus benefitting the agriculturalist and merchant.

Already the movement has commenced. The large plant at Middlesborough is getting ready for operations; the furnaces at Sheffield are in the hands of a strong company and preparing to go into blast; a Florence furnace has started; the Big Stone Gap Co. is considering the advisability of operating its plant; there is a prospect that Carnegie furnace at Johnson City and the Embreeville (Tenn.) furnace may soon get ready for work, and a number of other idle plants are being examined or overhauled so as to be in readiness. A well-known expert, in discussing this subject with the MANUFACTURERS' RECORD, said: "Just what the future of the iron trade is going to be it would be unsafe to predict. The immediate prospect is that within the next ninety days there will be an advance of at least \$1 per ton, and before January, 1896, this advance may be several dollars. We are again on the upward turn. The summer may bring the usual temporary lull, but when fall trade begins a rapid expansion of all kinds of manufacturing interests may be expected."

An advance of \$2 a ton in steel rails is expected shortly.

A Big Iron and Steel Enterprise.

The purchasers of the three Cole furnaces at Sheffield, recently reported in the MANUFACTURERS' RECORD, have organized the Sheffield Coal, Iron & Steel Co. with Mr. John Fritz, of Bethlehem, Pa., president; Samuel Adams, of South Bethlehem, superintendent; W. H. Berlin, of Allentown, chairman of the executive committee, and J. A. McKee, cashier of the Tradesman National Bank of Philadelphia, treasurer. Mr. Fritz, the president, is well-known as one of the foremost authorities in the country on iron and steel matters, having been prominently connected with the Bethlehem Iron Co., of Pennsylvania, for many years. Mr. Samuel Adams, who is the superintendent and general manager, has also been with the Bethlehem Company. The connection of people of this standing in the iron and steel trade with the Sheffield enterprise gives promise of a great revival of iron-making at that point, with the probability of the establishment of steel works. The company has organized with a capital stock of \$1,500,000, and it is reported that \$750,000 of bonds will be issued and taken by Northern investors. Mr. McKee, the treasurer, writes the MANUFACTURERS' RECORD that the furnaces will go into blast immediately.

Iron and Timber Notes.

[Special Cor. MANUFACTURERS' RECORD.]
JOHNSON CITY, TENN., June 11.

Arrangements are now being made to put the Carnegie furnace in blast. A banking-house in Washington has agreed to take the entire issue of receiver's certificates, and with the proceeds the company will finish the furnace and put it in operation at an early date.

The Smoky Mountain Lumber Co., which was mentioned some time ago in the MANUFACTURERS' RECORD as having purchased 300,000,000 feet of timber, is now at work along the Crow river between the Nolachucky Gorge and the Blue Ridge in cutting and getting timber to the river. It is reported that General Wilder has received a contract from the company to cut 25,000,000 feet of lumber for them.

Another Norfolk Land Sale.

A dispatch from Norfolk, Va., states that the property adjoining the Norfolk & Carolina Railway wharves at Pinner's Point, near that city, is reported as having been sold to parties supposed to represent the company for \$104,000. The property includes an extensive water-front, and is valuable for dock purposes. The Norfolk & Carolina forms the seaboard terminus of the Atlantic Coast Line.

COAL AND IRON INTERESTS.

Prospects in Southwest Virginia and East Tennessee.

[Special Corres. MANUFACTURERS' RECORD.]

BRISTOL, TENN., June 10.

A tour of the iron-producing and working territory of Southwestern Virginia is fraught with much that is interesting and instructive. Just now, when all that section is suffering from the effects of the coal-miners' strike that is felt at every point, the situation is not the most alluring, yet there are in that territory great opportunities for successful investment. The coal sections that are now being developed and those that will later come in for active attention are second to none.

All of the companies speak hopefully for the future, and apparently are anticipating a revival in the iron business that will eventually place it on its feet again on the old-time basis.

At Pulaski the Dora Furnace Co., backed principally by home capital, has been running very satisfactorily for the past four years, and is disposing of its output as rapidly as finished. The furnace is a single one of 150 tons capacity, comparatively new, and uses Cripple Creek ores mined at Barren Springs, Reed Island, Indian Camp and Carter's Siding. The parties interested in the furnace are credited with controlling 110,000 acres of ore and coal lands.

The Pulaski Iron Co., with Philadelphia backing, also operates a single furnace of 125 tons capacity here. The furnace was built eight years ago, and has made a remarkably successful run of it ever since. Just now they are idle, their fires being banked last week because of their inability to secure a coke supply. They also use Cripple Creek ores, mined at Patterson and Betty Baker, partly on their own lands and partly on those of the New York & Virginia Mining Co.

Down on the branch road leading to these mines is the Ivanhoe furnace, owned and operated by the New River Mineral Co. The furnace is also a single one, with a capacity of not more than sixty-five tons per day. They secure their ore supply from lands adjoining the furnace, and secure coke from the Southwest Virginia Improvement Co.'s mines at Pocahontas.

Farther on to the east comes the Crozer Iron Co.'s furnace at Roanoke, which is also in full blast. The coal strike in the Flat Top field has made no difference with them. It was anticipated and a large coke supply secured in advance.

At Big Stone Gap the furnace of the Appalachian Steel & Iron Co. is for the present idle, the fires being banked from an inability to secure a coke supply, their coke being had from the Flat Top field.

This furnace is a single one, but was originally intended to be double, the second furnace being built and complete with exception of being lined up. The capacity of the one in use is about eighty-five tons, but could be easily increased to 100 tons. The company owns 2000 acres of ore lands and leases considerably more. It is now in the hands of a receiver, General Ayers, and will be sold the 28th of June. The indications are that it will be bought in by a wealthy New York company that already holds extensive interests down that way.

Near Johnson City, Tenn., two furnaces will start up soon. Guy Roche Johnson, manager of the Embreville furnace near that point, met the party of railroaders at Big Stone Gap last week and arranged matters with the Norfolk & Western representatives to the mutual satisfaction of all concerned. Later he left for Cincinnati to look after other matters of importance to the company, and is to sail for England shortly to place the matter before the English stockholders for their final action. It is expected the plant will be able to go

on by the middle of the summer, as there is little preliminary work necessary. The capacity of this plant is about 150 tons.

The Carnegie Furnace Co.'s plant at Johnson City is also expected to start up at an early date, and preparations are even now in progress. This plant, like the Embreville furnace, is good for 150 tons. It is expected that both furnaces will be supplied with coke from the Big Stone Gap plants that are certain to come.

In the way of development there is much promised for the coming year. The Virginia, Tennessee & North Carolina Steel & Iron Co., backers of the South Atlantic & Ohio Railway, has in view, after the reorganization that will follow the closing of the railroad receivership, a plan of action that will benefit all that section and add in no small degree to its iron-working interests.

Then the Virginia & Tennessee Coal & Iron Co., controlling some 5000 acres of iron lands, will also place some leases the coming fall if present plans do not go awry.

The Virginia Coal & Iron Co., in which a dozen millionaires are interested, and who had the entire outfit of officers and stockholders at Big Stone Gap last week for several days' examination of the property, will make extensive additions to both iron and coaling interests of that section this summer. They will in all probability purchase the property of the Appalachian Steel & Iron Co. at the sale the coming month, and certainly have under favorable consideration the building of 500 coke ovens this summer and fall. This company is well able to carry out any project decided upon.

Besides these larger operations, there are others of an individual character that will add to the general activity and prosperity, and it really seems as if the iron-producing territory of that region has before it an era of liveliness and success.

Since the beginning of the miners' strike on the Pocahontas fields no section of the Southern mining country has made more rapid advancement than the Tom's Creek coal district in Wise county, Va. In this field are the Kentucky Coal & Coke Co., the Coeburn Colliery Co., Speedwell Coal & Coke Co., Sexton Coal & Coke Co., Swansea Coal & Coke Co., Jones Coal & Coke Co. and the Lee Coal & Coke Co. The several companies have pooled issues, and are disposing of their product through one general agency known as the Tom's Creek Coal Co., with headquarters at Roanoke. They are now considering the idea of putting in electric-mining appliances, and have for a week past had an expert engineer looking over the grounds and preparing an estimate. A central power-house will be used to supply the entire outlay, and thus the cost will be reduced very materially for all.

Never Had Such Demand for Land.

Mr. J. Walter Hosier, Suffolk, Va., who is selling farm lands in Tidewater and Eastern Virginia, in a letter ordering an addition to his advertisement in the *Southern States* magazine, says:

"I have never had so many correspondents from any one advertisement in all my life. It is remarkable what good you are doing."

Why not follow Mr. Hosier's example and advertise your town or your property in the *Southern States* magazine, published by the Manufacturers' Record Publishing Co., Baltimore, Md.

Beet-Sugar Plant for Texas.

A dispatch from Fort Worth states that Oxnard Bros., large owners of beet-sugar factories, will erect a factory at Henrietta, Texas, to cost \$250,000, with a daily capacity of seventy-five tons of beets; also seventy-five tons of sorghum daily will be reduced to syrup. This dispatch also says the refuse will be made into alcohol for mechanical purposes. No confirmation yet.

An Important Mexican Railroad Contract.

[Special Corres. MANUFACTURERS' RECORD.]

MEXICO CITY, May 31.

Congress has finally approved and ratified the contract made between the Mexican government and Samuel Hermanos, of New York and this city, for the furnishing of \$2,000,000 worth of rolling stock and equipment for the Tehuantepec Railroad, including bridges, machine shops, tugs and lighters for the harbors and steamship for lighthouse service.

This contract marks another important advance in the direction which the Mexican government has been pursuing in a somewhat quiet and unpretentious way for the past few years, almost unnoticed by the people who watch over the vast transcontinental traffic interests in the United States, but who will shortly wake up to the realization of the fact that while they have been maneuvering with all sorts of amalgamation schemes to pool the interests of existing railroad and maritime connections, the Mexican government has been quietly forging ahead in an important railroad enterprise which is not only of great value for the protection of its own frontier, but is probably destined to transform the character of the San Francisco and Central American shipping interests both for America and Europe.

The circumstances surrounding the realization of this achievement and the innumerable vicissitudes through which it has passed make very interesting reading, and when the last page of the history of this eventful enterprise has been written, the whole volume will be found to contain much that furnishes an eloquent tribute to the masterful genius and patriotic perseverance of General Porfirio Diaz and those of his associates into whose hands have been confided the destinies of Mexico during the past fifteen years.

The present generation, however, is most deeply concerned with its importance as a commercial enterprise, and the railroad and shipping interests of the United States cannot afford to remain longer in ignorance of an undertaking which is about to place at the disposal of international trade that important connecting link which France vainly sought to construct at Panama at an expenditure of so many millions of dollars, and which, when finally equipped, will solve the great question of rapid transit between the Eastern and Western Hemisphere.

In addition to the equipment contract above referred to, it is understood that Mr. Samuel Hermanos is likewise negotiating for the improvement of the terminal harbors at Coatzacoalcos and Salina Cruz. It is to be hoped that in order to compensate in a measure for the exclusion of American enterprise from this undertaking in the past, the contractors and financiers of the United States will not allow themselves to be left out in the cold in the distribution of the profitable contracts that are still to be obtained from the works yet to be carried out.

There is much need, however, of a little hustling; otherwise, it is more than likely that the facilities which are so freely offered by British financiers for the development of important public works in Spanish-American, and in particular the intimate knowledge they possess of Mexico's resources and possibilities, coupled with the fact that the firm in question is an English house, may, perhaps, prove too strong for the supineness and indifference of similar financial institutions in the United States and the general ignorance prevailing there with regard to the important role which Mexico is destined to play in the battle for commercial supremacy in the central region of this vast continent.

The Tehuantepec Railroad will have an important effect on the trade upon Euro-

pean nations and the Pacific coast line of America, as well as between the United States and Asiatic ports.

The time required for freight by various routes and the estimated time via the Tehuantepec Railroad have been very thoroughly investigated, with the result that while transportation from San Francisco by fast freight to New York via Southern Pacific to New Orleans and thence by water to New York, a distance of about 9386 miles, is accomplished in fourteen days, it takes 140 days to cover by sail the distance of 15,420 miles around Cape Horn, sixty days by steam along a route of 13,090 miles via the Straits of Magellan, twenty-five days via transcontinental lines' fast freight over a distance of 10,203 miles, and only twenty days via the Tehuantepec Railroad, a distance of 4280 miles. A comparison of the time and distance of all-rail routes by the time and distance of half-rail and half-ocean routes by way of New Orleans at once demonstrates the ground upon which the importance of this new Tehuantepec route is based. These figures likewise explain why the Southern Pacific and Morgan lines via New Orleans have been able to obtain from 75 to 90 per cent. of the entire transcontinental traffic and dictate their own terms to competing lines.

There is very little doubt that the great advantages of a geographical, physical, nautical and commercial character possessed by the Tehuantepec Railroad route over those of Cape of Good Hope, Suez Canal, Cape Horn, Straits of Magellan, Panama, Nicaragua and transcontinental line will rapidly divert a large share of existing traffic and create a combined aggregate tonnage of great magnitude, while the diversion of this traffic into such an entirely new direction must exercise a far-reaching influence upon the development of contiguous territory and the trend of international commerce. It is estimated that the harbor works can be completed in less than two years.

A Railroad to Open Up Timber Lands.

The North State Lumber Co., a corporation composed of W. H. Bosley, J. M. Denison, C. F. Pitt and others, of Baltimore, is preparing to open up an extensive tract of pine and cypress lands which it owns in Southeastern North Carolina. This timber is in Sampson, Duplin and Wayne counties principally. The company proposes to build a standard-gage railroad line through this section from Goldsboro to a point on the Cape Fear & Yadkin Valley road about twenty miles from Fayetteville. In order to cut the timber, President Bosley, of the company, informs the MANUFACTURERS' RECORD that an extensive saw-mill plant is to be erected at some convenient point, probably Goldsboro. In connection, a planing mill, dry-kilns and other apparatus for finishing lumber may also be built. While the railroad is intended specially to haul the timber, its connection with the Cape Fear & Yadkin Valley will give the former an entrance into Goldsboro and an opportunity to ship coal to that city and New Berne. Right of way for the line has been secured for most of the distance, and construction work may be commenced in a few weeks. This is said to be one of the largest short-leaf-pine tracts in North Carolina. It also has a large quantity of cypress.

New Florida Hotel.

Mr. W. L. Van Duzor, of Kissimmee, Fla., advises the MANUFACTURERS' RECORD that a sale has been made to Northern capitalists of a piece of land in that town for a hotel site. It is proposed to erect a first-class hotel of about 150 rooms. Work on the building and on the improvement of the grounds will begin about July 1. The hotel will be fitted up with all modern improvements, electric lights, baths, etc.

TO IMPROVE A HARBOR.

Baltimore Bankers Interested in an Important Texas Project.

Arrangements are nearly completed for the improvement by Baltimore capitalists of one of the most important harbors in this country—Aransas Pass, Texas. For nearly two years negotiations have been in progress between the firm of Alexander Brown & Sons, bankers, of Baltimore, and Texas land-owners and business men represented by Hon. T. B. Wheeler, of Texas, and Mr. Brewster Cameron, of Maryland. These negotiations resulted in Messrs. Brown & Sons agreeing to accept a proposition to guarantee to excavate and maintain a permanent channel from the Gulf of Mexico into Aransas bay on consideration of receiving deeds of land in San Patricio and adjacent counties and along Aransas and Corpus Christi bays amounting to \$640,000 in value. The proposition was made several months ago, and Messrs. Wheeler and Cameron have since been trying to close up the Texas ends and secure the promised land donations, which represent an area of about 100,000 acres. They arrived in Baltimore several weeks ago, having obtained most of the bonus required, and, the MANUFACTURERS' RECORD is informed, have since then been able to secure the required acreage to insure the success of the project.

To secure the depth of twenty feet of water at low tide, as specified by the contract, it will be necessary to cut through a sandbar about 1000 feet wide, which at present has about ten feet minimum depth of water over it. According to the reports of engineers who have examined the situation, a permanent channel can be maintained by building one or two breakwaters from St. Joseph's and Mustang Islands, which form the entrance to the channel, or by constructing a jetty system somewhat similar to that at Galveston. The latter has been successful in securing over sixteen feet of water, which is constantly increasing.

The magnitude of this enterprise will be understood when it is stated that the proposed channel will give vessels an entrance into a harbor twenty-five miles long and six miles wide, formed by Aransas harbor and Aransas bay. The latter is separated by St. Joseph's Island from the Gulf of Mexico. It is nearly four miles long and about one mile wide at a depth ranging from eighteen to sixty feet. On it are fully four miles of water-front for dock purposes, with a depth of from twenty-five to thirty-six feet. Aransas bay is twenty miles long. While somewhat shallower than the harbor, its average depth is ten feet, and it can be easily dredged to a much greater depth, as the bottom is principally loose sand. These two bodies of water form the principal harbor, which is practically land-locked, and forms an admirable shipping point. It is situated 258 miles from Galveston, 600 miles from Tampico, Mexico, and about 200 miles from the mouth of the Rio Grande. The country around it is well adapted for grain and vegetable raising, also fruit-growing, the grapes from this section being especially noted for the fine quality. Geographically, the harbor is their natural outlet for a vast area of the great Southwest.

The improvements contemplated include the construction of extensive docks along Aransas harbor, also the building of the Aransas Harbor Suburban Railway to enable transportation companies to reach these docks. The MANUFACTURERS' RECORD is informed that Mr. Cameron holds an option on the right of way of this line to the deep water front.

If you wish to keep posted on the progress of the South read the MANUFACTURERS' RECORD. Price \$4.00 a year.

WHAT OTHERS SAY OF THE SPECIAL COTTON MILL EDITION.

Southern Progress in Manufactures.

We rejoice that the MANUFACTURERS' RECORD, of Baltimore, is able to announce that since 1890 the South has doubled its cotton-manufacturing facilities, rising in mill power from 1,700,000 spindles to 3,500,000 spindles in five years. President Thompson, of Rhode Island, manager of the largest mill corporation of New England, is entirely right in predicting that in whatever degree the Southern mills supplant the Northern in the manufacture of the cheaper grades, in a like degree or greater the Northern mills will be pushed into supplanting the imported product of European mills in the manufacture of the finer fabrics. The Southern mills are credited with the very best supply of operatives, the best possible climate and an almost limitless supply of water-power. The manufacturers, stimulated by good profits, are pushing out their enterprises with commendable vigor. But all textile industries—woolen, cotton, linen, silk, ramie and hemp—are helps to one another, as neither can reach its highest development except where the others are practiced. Indeed, the tendency of "mixed" to supersede the single-textile fabrics is now one of the chief characteristics of the textile industries. Hence, if the South hopes for a satisfactory advance in its textile industries of any one kind, it must cease to make a political specialty of breaking down the others as it has heretofore done.

Let it show at least the courage of its interests by announcing its hostility to all candidates and parties who are hostile to either the woolen manufacture, cordage, canvas, silk, linen, ramie, hemp or bunting.

There ought to be more than one factory in the United States where the American flag is made, and if there were upward of a thousand factories in the South where woolen cloths were made the prospects for not merely the manufacture but the maintenance of the American flag would be greatly improved.—New York Press.

A Hearty Commendation from a Cotton Manufacturer.

N. F. Cherry, president of the Cherry Cotton Mills, Florence, Ala., writes: "Allow us to congratulate you on your May 31 issue. It was the best industrial paper not only in the South, but in the world, for facts demonstrating the ready investments and possibilities occurring to this Southland. You are truly 'in the swim.' We are gradually improving in our little mill started in right in the midst of business breakdowns in '93; we are now running night and day, and sell all we make before it is made; capital stock \$185,000, all paid up and at par. We regard the outlook very encouraging, and think the South will 'take the cake' within this decade. Hurry us up. Let us all get wide-awake to facts you so fully set forth."

Cotton Manufacture in the South.

Readers of the daily newspapers are pretty well informed with reference to the growth of cotton manufacture in the South. It has been made the subject of frequent articles, and statistics have been presented by almost every Southern paper to acquaint its readers with the mighty industrial advance along this line. But it was left for the MANUFACTURERS' RECORD to accumulate all the facts regarding the subject and to set them forth in a manner to enlighten the South regarding its own good fortune.

According to the statistics thus gathered, at the end of 1894 there were 425 cotton mills below Mason and Dixon's line, with 3,023,859 spindles and 68,205 looms. These facilities of manufacture have been created within the last fourteen years, involving the investment of \$108,000,000 in capital. Prior to 1880 there were a few mills scattered through Maryland, Virginia and

the Carolinas, but they were hardly 100 in number, and the additions noted above are principally the work of the last seven years.

The manufacture of cotton in the South owes its wonderful progress to three circumstances—cheap labor, cheap coal and cost of transportation. Northern cotton mills received their first check from the expense of obtaining supplies. It cost so much to bring coal from the mines and raw cotton from the Southern plantations that the profits of manufacture were seriously interfered with. As a consequence Northern manufacturers began to turn their attention to the more expensive grades of goods and to suspend operations on cheaper cottons. This presented an opening which Southern capitalists have turned to good account. With almost no cost for transporting materials and with an abundance of cheap labor, the South has been enabled to enter the field under the most favorable conditions.

What the result of this multiplication of cotton mills in the cotton-producing States will be it is too soon to calculate, but it is evident that the industry is to play an important part in the development of the Southern States. For the next few years, at least, it will aid mightily in giving employment to surplus labor, in creating a market for raw cotton and in filling the South with industrial enterprises, which themselves will improve with the region about them. So far as can be seen, these industries have been established to stay, and their effect upon the progress of the "Cotton States" cannot now be estimated.—Baltimore Herald.

Cannot Say Too Much.

Mr. Atwood Violett, of New York, in a letter to the MANUFACTURERS' RECORD, says: "Of your special cotton-mill edition too much cannot be said in praise. I really think it wonderful to what a point of development you have brought your valued journal."

A Remarkable Exhibit.

In order to present to the world the remarkable increase in the number of cotton mills being built in the South and the great activity which attends this industry at present, the MANUFACTURERS' RECORD, of Baltimore, has issued a special cotton-mill edition, in which the situation is treated from its various standpoints by the most noted textile and other experts. Statistics are given showing the number of mills under construction in the principal manufacturing districts, while all the various features peculiarly favorable to this industry are reviewed at length. This is the most complete digest of the subject which has ever been published, and the scope of this issue and its distribution is probably the most important single undertaking which any paper has ever carried through in behalf of the South. * * *

The whole work is a remarkable exhibit of the growth of the South as a manufacturing section. It is an array of impressive facts and must bear good fruit. This comprehensive and carefully-prepared review will, as the Atlanta Journal remarks, "attract great attention and intensify the interest that is already felt throughout the country in the possibilities of cotton manufacture in the South."—Norfolk Virginian.

The South's Record.

The MANUFACTURERS' RECORD has just issued a mammoth edition devoted to cotton mills in the South. The paper contains 124 pages, and is easily the largest and best industrial publication ever issued in the South.

The tide of development has turned southward. New England cannot continue to compete with the South in many lines of

manufacturing, but what it loses in this respect it can more than recoup by becoming closely identified with the development of the South. The profits which its people can make by taking a broad and active part in the mighty work of advancement which is commencing in the Southern States should cause its wise business men to become leaders in Southern development. The South is the most inviting field in the world in which the surplus energy and capital of New England can find profitable employment.—Tobacco Leaf Chronicle, Clarksville, Tenn.

The South's Future.

The current number of the Baltimore MANUFACTURERS' RECORD is a special cotton-mill edition which contains much interesting information and an exhaustive review of the South's advantages and possibilities as a cotton-manufacturing region. It notes the fact that "the world has 85,000,000 cotton spindles, one-half of which are in Great Britain alone. This country has about 16,000,000, and the South has nearly one-fifth of these, or 3,000,000. And yet the South raises over 60 per cent. of the world's total cotton supply. The field for an increase in Southern cotton mills is unlimited. It would take an investment of over \$1,200,000,000 to build mills enough to consume the entire cotton crop of the South, and when manufactured this cotton would command for the South over \$1,000,000,000 a year instead of selling for about \$350,000,000 as it does now in its raw state."—Tribune, Knoxville, Tenn.

Advantages in Southern Cotton Milling.

The Baltimore MANUFACTURERS' RECORD issued on May 31 a special cotton-mill edition showing important facts and figures and manifesting real enterprise and tact. The issue contained 124 large pages and covered the cotton-manufacturing interests of the South more comprehensively than it was ever done before, perhaps. It states as a fact that "the field for an increase in Southern cotton mills is unlimited. It would take an investment of over \$1,200,000,000 to build mills enough to consume the entire cotton crop of the South, and when manufactured this cotton would command for the South over \$1,000,000,000 a year, instead of selling for about \$350,000,000, as it does now in its raw state."

In summarizing the advantages of the South over New England, the MANUFACTURERS' RECORD puts it in this wise: "The South has cotton, iron, coal, timber, agricultural capabilities without limit and an unequalled climate as nature's foundation on which to build the greatest industrial interests of the world." In contrast "New England imports its cotton, iron, coal, lumber and agricultural products, and has severe climate, adding to the cost of living. The foundation for its industrial interests is purely artificial."—The Messenger, Wilmington, N. C.

Southern Labor.

Gunby Jordan, probably the brainiest business man in the South, has written a letter to the MANUFACTURERS' RECORD on the subject of Southern factory labor. He says:

"Among the many popular fallacies which possess the people of other sections is the very general one that the operatives in the textile mills of the South are inferior to those in New England mills. * * Having carefully watched the help employed in New England, and having had long experience with foreign and native Southern help, it is not exaggeration, I am sure, to say that the Southerners are far better than any I have ever seen elsewhere. The greatest need in the South is technical education for overseers and men likely to occupy such positions, this being steadily and surely met by the practical foundations in education laid by the State School of Technology. Then,

with a steady demand for Southern overseers and superintendents, this deficiency, now so palpable, will be corrected in the early future. The rank and file soon become proficient enough, along with their other good characteristics, to be valuable."

Mr. Jordan also expresses the opinion that one of the most potent factors in the solid manufacturing growth of the South is the law-abiding, energetic Southern mill operative.

No man could express an opinion on this subject entitled to more confidence than that of Mr. Jordan. His opinions are never too hastily formed, and he has had as ample opportunities of finding out the truth of the matter he discusses as any man in the South. He was for many years secretary and treasurer of the Eagle and Phoenix Mill, the largest cotton factory in the South.

Those who wish to decry the South's manufacturing advantages claim for New England the advantage in labor. They admit the advantage the South derives from cheaper fuel and from propinquity to the cotton supply, but they claim that New England's labor is better. There is no foundation, in fact, for this claim. Southern labor is more reliable. It has less friction with its employers, and if it works for slightly less wages, it is not less prosperous, because the cost of living is not so high in the South as in New England. The majority of the factory operatives in New England are foreigners. The factory operatives of the South are practically all Americans, and native Americans are as intelligent and efficient workers as can be found anywhere on earth.

The investment of outside capital in the South (and sooner or latter Florida will get her share) will open new avenues of employment to the working people already living in this section. When it is once known that in addition to other advantages the South has labor plentiful and efficient, the industrial growth of this section will be rapid and steady.—*Times-Union, Jacksonville, Fla.*

Wonderful Increase of Cotton Mills.

The MANUFACTURERS' RECORD, of Baltimore, issued last week a special cotton-mill edition that presents in a very striking manner the wonderful increase in the number of cotton mills being built in the South and the increased activity at present attending this industry. Statistics are given showing the number of mills under construction, and all the many features peculiarly favorable to the industry in the South are reviewed at length. This is by far the most exhaustive treatment of the subject that has yet appeared, and can but result in good to the South, as it will be given the widest possible circulation in this country and in Europe.—*Gazette, Charleston, W. Va.*

A Mammoth Edition.

The MANUFACTURERS' RECORD of May 31 last was mammoth special cotton-mill edition. It contained 124 pages, and was full to overflowing with interesting matter concerning the cotton mills of the South, together with articles on various other subjects of special interest to Southern people. The MANUFACTURERS' RECORD is doing a noble work for the upbuilding of the South, and should receive the support of every business man in the Southern States.—*Standard, Fairburn, Ga.*

The Tide Has Turned.

The Baltimore MANUFACTURERS' RECORD of May 31 is that weekly's special cotton-mill edition, and is a superior piece of work in many respects. Its exhibits as to the great cotton-mill industry will be a revelation to the Southern as well as the Northern people. Its presentation of what the South has to offer and has already effected in the cotton, wool, iron, wood and other manufacturing lines demonstrates that the South is today the most inviting field in

the world for capital and labor. The tide has turned, and in the future this favored land is to gleam and glow, progress and prosper as never before has any country done. There is a debt of gratitude due to the MANUFACTURERS' RECORD for its superb contribution.—*Times-Herald, Dallas, Texas.*

Impressive Facts.

The last issue of the MANUFACTURERS' RECORD, of Baltimore, has 124 pages, and contains a very comprehensive review of the history, condition and prospects of the cotton-manufacturing industry in the South. It shows on reliable statements a marvellous progress in the manufacture of cotton in the South.

The testimony of many experts is given to show the immense advantages of the South for cotton manufacture, and they justify the conclusion which the MANUFACTURERS' RECORD draws in the following words:

"The world has 85,000,000 cotton spindles, one-half of which are in Great Britain alone. This country has about 16,000,000, and the South has nearly one-fifth of these, or 3,000,000. And yet the South raises over 60 per cent. of the world's total cotton supply. The field for an increase in Southern cotton mills is unlimited. It would take an investment of over \$1,200,000,000 to build mills enough to consume the entire cotton crop of the South, and when manufactured, this cotton would command for the South over \$1,000,000,000 a year instead of selling for about \$350,000,000 as it does now in its raw state."

The history of a large number of Southern cotton mills is sketched to show how profitable they have been and the advantages of many localities in the South for this industry are clearly set forth. This comprehensive and carefully-prepared review will attract great attention and intensify the interest that is already felt throughout the country in the possibilities of cotton manufacture in the South.—*Journal, Atlanta, Ga.*

Cotton Mills in the South.

The MANUFACTURERS' RECORD, issued May 31, is a most valuable number to all interested in cotton, and especially to those interested in the growth and progress of cotton manufacturing in the South. It treats of the cotton-manufacturing interest in the South more lucidly and completely than has ever been done. The record of the South is a most notable one, and shows that in 1880 there were 667,000 spindles; in 1890, 1,700,000; in December, 1894, 3,000,000, and that there are now building mills for 500,000. In this particular industry this valuable and splendidly-illustrated edition shows to the world what has been accomplished in the South by the great growth of industrial life and activity, and the comprehensive and conservative treatment of the entire question of cotton manufacturing in the South can but receive the heartiest commendation. In its advice to millmen the MANUFACTURERS' RECORD thoughtfully and wisely warns them that proximity to the cotton-fields, cheap fuel, eligible water-power and easily-obtained labor do not necessarily mean success; there must be management, the best of machinery and a wise selection of locality. The ability to take advantage of opportunities must be displayed and prudently exercised to insure success, and capital sufficient to put the mill on a sound basis must be provided. If these things are carefully observed, then natural advantages will enable the Southern millman to compete successfully with any part of the world.

Writing of the peculiar advantages the South presents, the MANUFACTURERS' RECORD says:

"No other country in the world has such a combination—cotton, iron, coal and timber—as a foundation for manufactures. To this the South adds agricultural capabilities that cannot be measured, cheapness of

production in manufactures and agriculture, water and rail transportation facilities for distribution, an equable climate and a regular and abundant rainfall. If the readers of the MANUFACTURERS' RECORD who have not fully studied this very remarkable strength of the South's position will give it a careful investigation they will see that that section must become a centre of wealth production beyond anything which any other part of this country has ever known. The wise man will see that now is his opportunity for making judicious investments South, for the growth of that section will create more millions than were ever produced in the development of all the mighty empire of the West."—*Nashville American.*

Interesting Figures.

The MANUFACTURERS' RECORD, of Baltimore, in order to present to the world the remarkable increase in the number of cotton mills being built in the South and the great activity which attends this industry at present, issued last week a special cotton-mill edition, in which the situation is treated from the various standpoints by the most noted textile and other experts. Statistics are given showing the number of mills under construction in the principal manufacturing districts, while all the various features peculiarly favorable to this industry in the South are reviewed at length.

These facts tell an impressive story. They constitute an object-lesson for us to study. Cotton manufacturing is profitable in the South. It is ceasing to be profitable in the North. The conclusion that the industry must locate here is natural.—*Birmingham (Ala.) News.*

The South the Place to Locate.

Mr. W. R. B. Whittier, agent of the Whittier Cotton Mills Co., of Lowell, Mass., in a letter to the MANUFACTURERS' RECORD, says: "The special issue of your paper in regard to the Southern movement in cotton mills is very interesting and a very praiseworthy effort. It puts the matter very clearly, and should be a great help to people who are looking up the matter and who are on the fence. The writer has spent several weeks in the South looking into this matter. There was but one decision that we could come to, and that was that the South was the place for us to locate. If you can send us twelve copies we will see that they are placed among some of the most influential men of our acquaintance—men who have money to invest—and if their attention is once called to the matter of development in the South they will go very thoroughly into the subject."

A Great Record.

An edition of 124 pages, the largest paper ever gotten out in the South, comes to our desk from Baltimore, the MANUFACTURERS' RECORD of that city. It is devoted to the progress the South is making, especially in cotton goods manufacture, and the openings the Southern States offer for investment. In 1880 the number of cotton spindles running in the South was but 667,000, and the capital invested in cotton mills was \$21,000,000. By December last this had grown to 3,000,000 spindles with 500,000 more building, the capital \$107,000,000 with \$12,000,000 more building. This is a great record.—*The Daily Register, Torrington, Conn.*

CAN anyone read this list of new mill enterprises and not be convinced. Read over the list carefully; just think of the wonderful effect these mills will have on trade and the thousands now out of employment to whom it will give employment. Let us go to work and build a \$100,000 mill. The bigger the better. We have the \$50,000; let us not stop now until we get the \$100,000. Up and at it and we will get it, mark our words. Go to work and you can have it.—*Press and Reporter, Prosperity, S. C.*

FINANCIAL NEWS.

New Corporations.

A bank is being organized at Eufaula, Ala., with \$75,000 capital.

Myer Levi and others are preparing to establish another bank at Rutherfordton, N. C.

G. W. Ramey, P. K. Lemon and others have incorporated the Farmers' Bank of Ladonia, Mo., with \$20,000 capital.

R. A. Ayers and others have decided to open a new bank at Big Stone Gap, Va., to replace the one which recently suspended.

The Portsmouth (Va.) court has chartered the Merchants & Mechanics' Loan & Investment Co., capital \$50,000, and the following officers: W. H. Cutchin, of Portsmouth, president; J. M. Jordan, of Norfolk, vice-president; A. W. Conway, of Norfolk, secretary; W. J. Shepherd, treasurer.

The Traders' Savings Bank and Loan Association has been incorporated at Baltimore by William C. Sherer, George N. Spedden, Robert D. McCurdy, Samuel T. Richards, Samuel B. Crawford and William B. Levy for building and homestead purposes. It is provided that shares to the number of 5000 may be issued of a par value of \$104 each.

New Securities.

Messrs. N. W. Harris & Co., of New York and Chicago, have purchased \$200,000 worth of refunding bonds of Galveston, Texas.

N. W. Harris & Co., of Chicago, have purchased \$110,000 worth of 5 per cent. bonds issued by Wise county, paying \$1275 premium.

Interest and Dividends.

The Brenham (Texas) Compress & Oil Co. has declared a 6 per cent. dividend.

The Vance Cotton Mills, Salisbury, N. C., has declared 7 per cent. in dividends since January 1 to stockholders.

The Liberty Building & Loan Co., of Bedford City, Va., has declared a semi-annual dividend of 4 per cent.

The Lynchburg Cotton Mill Co. has declared a dividend of 3 per cent. on common and 4 per cent. on preferred stock.

The Southern Mutual Insurance Co., of Athens, Ga., has declared a dividend for the year of 12 per cent. W. W. Thomas is president, and A. E. Griffith, secretary of the company.

Financial Notes.

THE Bank of Abbeville, La., which was organized in August, 1894, has cleared \$3000 profit since that time on a capital of \$15,000. Eli Wise has been elected president; L. Broussard, vice-president, and S. O. Broussard, cashier.

To Show Their Faith First.

WAGENER, S. C., June 6.
Editor Manufacturers' Record:

Situated just as we are, the outlook for manufacturing enterprises is excellent. We are surrounded with fine farming lands that produce cotton and tobacco of superior staple and quality. The country has just been recently opened up; our town is about four years old, but the citizens are waking up to the idea of investing their own means as an incentive for the investment of foreign capital. Nearby is one of the finest water-powers in South Carolina. With a good tumbling dam of a half mile in length almost unlimited power could be controlled, while there are numerous lesser streams that will furnish small power.

Our present effort is to put up a \$75,000 cotton mill to show the faith we have in ourselves and our surroundings, and then we want capital to come here and let us show them what we can do in the shape of inducements. EUGENE ABLE, Mayor.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department, on page 311.]

A Valuable Addition.

The object of the Southern Railway Co. in securing control of the Georgia Southern is believed to be especially to monopolize the Florida traffic from the Northwest which that road obtains. It is by far the most direct route for passengers coming from the North by way of Chattanooga and Atlanta. The East Tennessee, Virginia & Georgia division of the Southern forms nearly an air line from Atlanta to Macon, where it connects with the Georgia Southern & Florida. The winter business of the latter has been steadily increasing.

Another Trunk-Line Rumor.

A report from Nashville, Tenn., states that the Tennessee Central, now being built from Nashville to Knoxville by Hon. Jere Baxter and others, is to become part of another trunk line reaching from Memphis to the Atlantic coast. This is to be formed, according to the report, by completing the Tennessee Midland from Memphis to Nashville, there joining the Nashville & Knoxville which terminates at Knoxville. An extension from Knoxville to Bristol, Tenn., will connect it with the Norfolk & Western, forming a route that would terminate at Norfolk, Va., and begin at the Mississippi river. It is claimed that Messrs. Inman, Swann & Co., of New York, have become interested in the Baxter road with the view of making it a part of such a system, but this has not been confirmed.

The Latest Georgia Central Plan.

The latest plan to reorganize the Central Railroad of Georgia has been announced by Messrs. Thomas F. Ryan and Samuel Thomas. The plan contemplates the sale to a new company, to be called the Central of Georgia Railway Co., of all the properties of the present corporation by the purchasers under foreclosure of their tripartite or consolidated mortgage, or both, and of the securities pledged for the floating debt. The total new bond issue amounts to \$41,500,000 at 4 and 5 per cent. interest and \$5,000,000 in stock, making the interest charges \$1,815,150 per year. As the Southern Company is a heavy stockholder in the Central, it is understood that the plan has been indorsed by Messrs. J. P. Morgan & Co., and that the reorganized company will practically be controlled by the Southern.

The S., A. & M. Reorganization.

The active work, extending over a year or more, of Mr. John Skelton Williams, of Richmond, and Mr. J. W. Middendorf, of Baltimore, and their associates for the reorganization on a substantial basis of the Savannah, Americus & Montgomery Railroad is now about to be consummated. The plan of reorganization prepared by Mr. Williams provides that the following securities are to be issued: \$2,040,000 first preference gold 5s, \$3,000,000 first consolidated gold 5s, \$3,400,000 6 per cent. preferred stock, \$5,100,000 common stock. Each holder of \$1000 present Savannah, Americus & Montgomery bonds will receive \$800 new consols 5s, \$750 new preferred and \$500 new common. The new preference bonds are to be sold to the extent of \$1,675,000 to the present bondholders at par, and are underwritten by a syndicate. This sum will pay the receivers' certificates and other pressing debts. Other amounts of the preference bonds will constitute a treasury reserve and provide for contemplated extension of the road. The present Savannah, Americus & Montgomery bondholders will be asked to subscribe at par for 50 per cent. of their holdings in the new

preference bonds, receiving as a bonus 10 per cent. of their subscription new consols, 50 per cent. in new preferred and 100 per cent. in new common.

Several important extensions are reported to be considered by the company, and some of them will be made by building branch lines and others by securing control of existing roads. It is certain that the company will have its own line to Savannah, either by securing control of the Savannah & Western or by building from Lyons, its present terminus. The Georgia & Alabama Grand Trunk will probably be the title of the new company. In his work on this reorganization Mr. Williams has made a signal success.

TWO IMPORTANT PROJECTS.

A New Atlantic Harbor to Be Opened by a Florida Road—Another Line in West Florida.

The Florida legislature has granted charters to two companies which contemplate building nearly 300 miles of railroad in that State. The Western Peninsular Company has been chartered by Messrs. John Flannery, president of the Southern Bank of Savannah, Ga.; G. W. Saxon, president of the Capital City Bank of Tallahassee, Fla., and W. S. Tison, a prominent cotton dealer in Savannah. Mr. Saxon in a letter to the MANUFACTURERS' RECORD states that this line will extend from a point in Hillsborough county along the gulf coast to the Georgia line directly south of Valdosta. In connection with the control of the Georgia Southern & Florida by the Southern Company this is significant, as by building a few miles of road from the Georgia Southern & Florida at Valdosta to the Florida line, the Southern could have a line to Tampa in competition with the Plant system by way of this new road.

The Titusville, Canaveral & Peninsular Company is interested in creating a new harbor on the east coast of Florida. President Howell Titus in a letter to the MANUFACTURERS' RECORD writes as follows:

"The road will run from Titusville to a point on the Atlantic ocean called Canaveral, where one of the best harbors on the southeast coast is located. This railroad is one that has been needed in this section of Florida for a number of years. By its construction it will give to the outside world a direct communication to all Northern ports as well as all others. The phosphate industry of Florida is growing very rapidly, and it is bound to seek the nearest outlet, and for this reason Canaveral is about 1200 miles nearer the Northern ports and Eastern markets than Tampa or St. Petersburg. Within half a mile of shore we have a uniform depth of twenty-five feet of water, and within three-quarters of a mile a depth of thirty feet. About two years ago the government constructed a small pier in what is called Canaveral Bight for the purpose of unloading its vessels to remove the lighthouse then located at that point to about one mile into the interior, and this pier, after undergoing all the severe storms which the east coast of Florida has experienced within the last two years, stands without a break, and this is conclusive that if a more substantial structure was built, no gales which visit this section will ever remove it from its foundations.

"This road will open up a rich and extensive territory, which is now thickly populated. It will touch upon a beach which cannot be excelled by any on the Atlantic coast for beauty and depth of water and other material advantages. It will in time become one of the most prominent winter and summer resorts in Florida. The produce now raised in Brevard county is more than sufficient to pay operating expenses of this short line of railroad. It affords a central connection with the Jacksonville, Tampa & Key West system and the Jacksonville, St. Augustine & Indian River

Railway, and the facilities for loading phosphates and heavy productions cannot be surpassed by the harbor of Canaveral. Florida is now yielding in the neighborhood of 500,000 tons of phosphate annually. The total length of this road will be in the neighborhood of sixty miles. We hope to have this road in operation by January 1, 1896."

A Washington Suburban Line.

Mr. J. P. Clark, of the Washington & Great Falls Electric Railway Co., writes the MANUFACTURERS' RECORD as follows:

"The Washington & Great Falls Electric Railway Co. has just completed its survey, and the Supreme Court of the District has by its order authorized the company to issue bonds to the amount of \$500,000 for the construction and equipment of the road. It runs along the bluff of the high banks of the Potomac river from the union station of the Washington & Georgetown cable road to Cabin John creek, a distance of six and a-half miles. The whole route affords a view of this river and the adjoining Virginia hills, and in addition to its scenery there are a number of resorts along the river bank, including the 'Palisades of the Potomac,' 'Glen Echo' and 'Cabin John Bridge,' the largest single masonry arch in the world. The road will be operated by the trolley system. The directors are making arrangements to push the work of construction so soon as the right of way has been secured and the specifications are completed. Mr. Stilson Hutchins is the president of the company."

The head office of the company is 1420 F street, Washington, D. C., with Mr. J. P. Clark in charge.

Large Orders for Motor Cars.

The demands of increased traffic on Baltimore street and suburban railways have caused the companies to make extensive purchases of rolling stock. Among the recent orders given were for sixty open cars for the Baltimore Traction Co., seventy-five for the City & Suburban Railway Co., fifty-four for the City Passenger Company, twenty for the Central Railway Co. and ten for the Pikesville, Reisterstown & Emory Grove Company. Besides these, the Edmondson Avenue, Catonsville & Ellicott City Company has ordered ten motors from the General Electric Co., and the Baltimore, Middle River & Sparrow's Point Company has ordered a number for its line. In all, about 425 cars have been purchased or ordered at a cost of nearly \$500,000.

Railway Summer Trips.

The passenger department of the Pennsylvania Railroad Co. has published its annual summer excursion route-book. This work, which is compiled with care and exactness, is designed to provide short descriptive notes of the principal summer resorts, with the routes for reaching them and the rates of fare. There are over 400 resorts mentioned in the book, to which rates are quoted. Over 1500 different ways of reaching them, or combinations of routes, are set out in detail. It is needless to commend this summer guide-book, for whatever the Pennsylvania road does it does well. It can be obtained from any passenger agent of this road.

Railroad Employees as Bondholders.

Articles of incorporation of the Cotton Belt Mutual Savings Association have been filed at Pine Bluff, Ark. The authorized capital is \$500,000, and the officers are R. M. Galbraith, president; P. F. Conly, vice-president; J. G. Boyce, secretary and treasurer. The purpose of the organization is to give the employees of the St. Louis Southwestern road an opportunity to save part of their earnings to be invested in first-mortgage bonds.

MARYLAND ELECTRIC PROJECTS.

Construction Company to Build the Washington-Baltimore Line—The Baltimore & Lehigh.

Since the announcement that arrangements have been made to complete the Washington-Baltimore electric road between the two cities, the MANUFACTURERS' RECORD has learned further details of the plans for carrying out this work. A special company is being formed to construct the line, and will be awarded the contract by the companies which have secured franchises and right of way—the Washington & Baltimore Boulevard Co. and the Columbia & Maryland Railway, chartered at the last session of the legislature. The president of the construction company, it is understood, is to be Mr. Thos. M. Lanahan, an attorney and capitalist at Baltimore, while Mr. W. Kesley Schoepf, of Washington, manager of the Eckington & Soldiers' Home Railway Co., which is to form the Washington extension of the system, is to be general manager; Mr. E. D. Smith, the Philadelphia contractor, is also interested in the company. When it is stated that Mr. Smith does most of the Widener-Elkins syndicate's street-railroad work, and that Mr. Schoepf is the Washington representative of the syndicate's interest in that city, the significance of their connection with the construction company is apparent. This corporation will probably be ready to begin work in the near future.

Regarding the report that the Catonsville Short Line Railroad has been secured by the Edmondson Avenue, Catonsville & Ellicott City Company, a director of the company informs the MANUFACTURERS' RECORD that there is little doubt on this point, for the reason that the electric company would have a parallel road to the Short Line in case they could not obtain it, and if desired could secure most of its passenger business, which is its principal revenue. The Pennsylvania Company, which leases it, is also desirous of having more use of the Union tunnel for its regular passenger trains, and by turning over the Short Line to the electric company it would accomplish this object.

The present company which controls the Baltimore & Lehigh is desirous of changing it to standard gage and converting it to an electric system. Some time ago an examination of the line was made by experts, who reported so favorably that the officers of the company recently made a second examination. If this work is done the road would probably be connected with the Baltimore Belt division of the Baltimore & Ohio, and trains hauled through the tunnels to the latter's stations in the city. Efforts are being made to effect a new combination with the York Southern, which is really a part of the Baltimore & Lehigh extending to York, Pa. If this is accomplished electric motors will probably be used on the entire line, the power current being obtained from the proposed plant on the Susquehanna river at Conowingo, Md.

More Electric Lines.

The Pennsylvania Company is now experimenting with electric motors with the view of substituting them for steam on some of its shorter lines. President Roberts, of the Pennsylvania, announces that he and other officials are entirely satisfied with the results of the experiment made on the new electric road between Mount Holly and Burlington, N. J. Three trips were made with one trolley car and a passenger coach of the regular standard pattern. The motor cars used are arranged to seat thirty passengers each, and each is equipped with seventy-five horse-power motors. It is believed that a speed of sixty miles can be maintained without difficulty or danger. If this can be done, Mr. Roberts says electricity may supplant steam as the motive

power on the line between Philadelphia and Atlantic City.

You Want a Copy.

The Southern Railway Co. has issued a comprehensive illustrated folder describing "summer homes and resorts" along its lines. It is handsomely printed, and contains much valuable information about towns and hotels, as well as tickets, giving detailed lists of rates of board for hundreds of different places in the Piedmont country and in the Western Carolina mountain region. Copies can be had by addressing W. A. Turk, general passenger agent Southern Railway Co., Washington.

Railroad Notes.

RICHARD CHARLES has been appointed paymaster for the Illinois Central system.

THE San Antonio & Gulf Shore, completed to Cibolo, twenty-nine miles, has been opened for operation.

THE Western Maryland has issued a very attractive map, showing its connecting lines and the towns upon its system.

THE Baldwin Locomotive Works has an order from the Missouri Pacific for ten passenger engines. The Missouri Pacific will probably order fifteen more locomotives.

IN the settlement of the Western & Atlantic Railroad receivership three men received \$55,000 in fees awarded by the court. They were the receivers of the road.

THE Texas, Louisiana & Eastern, extending from Conroe, Texas, to Meriam, has been purchased for \$101,000 at foreclosure sale by W. A. Kincaid, of Galveston. It is twenty-seven and one-half miles long.

THE Baltimore & Ohio Railroad Co. has awarded to the South Baltimore Car Works a contract for repairing 1300 freight cars. The same factory has also received a contract for fifty eight-wheeled cars for the Merchants' Coal Co.

THE benefit of rapid transit to New Orleans street railways is shown by the report of the New Orleans Traction Co., which has several lines equipped with the trolley system. This company in May earned \$119,142.25, an increase of \$35,518.90 over May of the previous year, when no electric lines were in operation. The increase over April, 1895, was also large, being \$10,670.10.

MESSRS. HICKMAN, WILLIAMS & Co., of Louisville, Ky., have bought 5000 tons of 54-pound relaying rail and splices that are now being removed from the line of the Chesapeake, Ohio & Southwestern road between Louisville and Memphis. The Chesapeake, Ohio & Southwestern is laying 75-pound rail in its place. Hickman, Williams & Co. have disposed of most of the rails for delivery at different points.

THE Baltimore, Chesapeake & Atlantic Company has decided to offer special inducements to secure traffic from Baltimore to Ocean City. A fast train will leave Clifton Saturday afternoons connecting with the Baltimore boat and reducing the time to Ocean City to five hours and twenty minutes. A Sunday train will also be put on leaving Ocean City at 4:30 P. M. and arriving at Baltimore at 10:15 P. M.

THE first of the improvements the Baltimore & Ohio Company intends making at Cumberland, Md., will be a large coal trestle of steel. It will be 537 feet in length, and with a maximum altitude of twenty-three feet. It will cost \$10,000, and the contract for the material has been awarded to the Pennsylvania Steel Co., of Steelton, Pa. The foundation will be commenced in a few days, and the work will be completed by the 1st of September. Upon the trestle a single track will be laid. The purpose of the structure is the coaling of engines, and it will be equipped with twenty-six pockets of between four and five tons capacity each.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department, on pages 310 and 311.]

One thousand million dollars a year would be the annual value of the cotton of the South if it were all manufactured at home, and the time is fast coming when the world's cotton mills must come to the world's chief cotton field—the South. This means a wonderful increase in the wealth of the South; it means a rate of progress and a degree of prosperity never seen before.

The Cotton Crop Prospects.

All reports show that the cotton acreage is much less than last year and that the condition of the plant is very backward, the two indicating the probability of a considerable decrease in the crop, which would mean a higher range of prices for the yield of 1895-96. The Commercial and Financial Chronicle, in summing its report on acreage, says:

"From the details by States we sum up our conclusions briefly, as follows:

"First. Notwithstanding the modification of early intentions by some as a result of the upward movement of prices in April and May, the aggregate decrease in area has been quite large. North Carolina has apparently made the greatest reduction. The smallness of the decrease in Florida is due to the more extensive planting of Sea Island cotton. In the gulf States the decline ranges from 10 per cent. in Mississippi to 14 per cent. in Louisiana. Texas records a loss of 11 per cent., Arkansas 12 per cent. and Tennessee 9 per cent. Oklahoma stands alone in showing an increase in area. The changes this year, as we make them up for each State, have been as follows:

States.	Acreage 1894.	Estimated for 1895.	
		Decrease Per Cent.	Acres 1895.
North Carolina	952,741	20	762,193
South Carolina	1,953,363	10	1,785,027
Georgia	3,346,928	13	2,911,527
Florida	247,509	5	235,134
Alabama	2,858,847	11	2,544,374
Mississippi	2,862,783	10	2,576,505
Louisiana	1,123,948	14	966,595
Texas	4,474,310	11	3,982,136
Arkansas	1,429,372	12	1,257,847
Tennessee	628,56	9	572,468
*Other States & Territories	198,580	12%	173,757
Total	20,107,247	11.6	17,767,663

*The area of cotton in Oklahoma has been added to this year, but there has been a decrease in the Indian Territory, Virginia and Missouri. We judge, therefore, that there has been a decrease in other States and Territories of about 13½ per cent.

"This shows a net decrease compared with 1894 of 11.6 per cent., making the total 17,767,663 acres in 1895, against 20,107,247 acres in 1894.

"Second. As to the maturity, cultivation and condition of the plant, the results reached are as follows:

"(1). As to maturity, the crop is unquestionably a late one; the spring opened late, delaying planting, and the weather up to about May 27 was not, as a rule, favorable either for satisfactory germination or rapid development. This statement is applicable to almost all sections, but more decidedly to the Atlantic States, Texas, Arkansas and Tennessee. In early May the conditions improved except in the Southwest, where rain was needed, but about the 12th of the month an unusually cold term set in, which continued with more or less severity until near the close of the month, checking growth for the time being. Whether any

permanent injury to the plant has resulted from this adverse influence cannot in all cases be determined, but it is likely, since the weather has now become almost everywhere more satisfactory, that no serious harm has resulted except in limited districts where the frost may have made re-planting necessary.

"(2). Cultivation has not been kept up in as thorough a manner as it was a year ago. In the gulf States, Texas and Tennessee fields were reported to be in good condition at the date of our mail advices, but along the Atlantic and in some parts of Arkansas, etc., we have received many complaints. By telegraph, however, we are informed that cultivation is now making rapid progress everywhere. As to the takings of commercial fertilizers, there has been a very heavy decrease, but of homemade manures a slightly greater use is reported.

"(3). Condition of the plant, as already indicated, was on the whole less satisfactory at the close of the month than at the same date last year. The States of least promise are apparently the Carolinas and Georgia, but the plant is late almost everywhere, and so is farm work. It does not necessarily follow that the condition is really unpromising, but rather that more depends upon future development than has been the case in some other productive years."

The Cotton Crop of 1894.

From the report of the United States Agricultural Department just issued the MANUFACTURERS' RECORD gathers the following figures as to the cotton crop of 1894. The department has been furnished with complete and revised statements by all railway and water-transportation companies in the South, showing the movement of cotton. These statements, together with the returns made by special agents in all cotton-producing counties of the amounts remaining on plantations and at interior towns on April 1, 1895, form the basis for this report.

The movement by rail and water from September 1, 1894, to April 1, 1895, was 8,488,659 bales, with the amount remaining on plantations and at interior towns April 1, 384,880 bales, and the amount bought by mills 602,896 bales, making a total crop of 9,476,435 bales. The total acreage was 23,687,950 bales, showing an average of only .40 bale per acre. The acreage and the yield as given by the department were as follows:

States and Territories.	Acres. 1894.	Bales. 1894.
Alabama	2,664,861	854,122
Arkansas	1,483,319	709,722
Florida	201,621	48,905
Georgia	3,610,968	1,183,924
Indian Territory	233,598	104,587
Kansas	168	67
Kentucky	8,243	2,695
Louisiana	13,326	721,591
Mississippi	2,326,272	1,167,881
Missouri	63,696	24,114
North Carolina	1,296,522	454,920
Oklahoma	28,992	13,001
South Carolina	2,160,391	818,330
Tennessee	879,654	286,630
Texas	6,854,621	3,073,821
Virginia	61,128	12,735
Total	23,687,950	9,476,435

This average is much above the report of other authorities.

Textile Notes.

THE Wilmington (N. C.) Cotton Mills will erect a wareroom.

MR. W. T. PARKER, of Cumberland, N. C., will add 4000 spindles and 100 looms to his Goldsboro (N. C.) mill.

THE Princeton Cotton Factory at Athens, Ga., has been sold to Mr. James White for \$31,000, who will doubtless operate it.

A KNITTING mill for manufacturing hosiery will be started at Durham, N. C., with 100 machines. Col. J. S. Carr is interested.

THE Elm Grove Cotton Mills, of Lin-

coln, N. C., will put in 2000 new spindles, a 120-spindle spooler and a 120-spindle speeder.

THE East Lake Woolen Co., of Chattanooga, Tenn., has let contract for the building for its mill at Rossville, Ga. The structure is to be of brick, 61x137 feet.

THE Vale Cotton Mill, near Pulaski, Tenn., containing 1500 spindles, has been purchased by J. F. Boyd, of Shelbyville, and associates; they will remodel and operate the plant.

THE second story of the Dwight Manufacturing Co.'s plant at Alabama City, Ala., has been completed, and everything is being pushed rapidly to have the factory in operation for handling this season's cotton crop.

THE projected cotton-mill company at Belton, Texas, is progressing. A committee has been appointed to arrange for organization. Messrs. Lee Peyton, Jno. B. Durrett, N. K. Smith and others are interested.

THE plant being erected by Mr. J. A. Abernethy and associates at Lincolnton, N. C., will be known as the Lincoln Cotton Mills, and has been incorporated. Messrs. D. E. Rhyne and J. H. Ramseur are also interested; capital stock \$80,000.

THE Manchester Cotton Mill Co. has been incorporated by W. L. Roddey, J. B. Johnson, Arnold Freidheim and T. A. Crawford, of Rock Hill, S. C.; John R. Barron and J. L. Campbell, of Clover, S. C. The capital stock is \$200,000.

THE Young Men's Business League of Augusta, Ga., has issued a prospectus for the establishment of a bleaching and dyeing works. A stock company with \$100,000 is proposed, \$60,000 of which is to be expended on the plant, leaving \$40,000 for working capital.

MR. R. T. FEWELL and associates have incorporated the Arcade Cotton Mill to erect and operate at Rock Hill the 600-spindle and 250-loom plant lately reported. W. L. Roddey, Arnold Freidheim, W. G. Rawlinson and others are interested, and the capital stock is \$200,000.

THE company proposed recently by Mr. G. E. Hawkins, of Prosperity, S. C., has been incorporated as the Prosperity Cotton Mill Co. with a capital stock of \$50,000. Messrs. G. E. Hawkins, D. H. Wheeler, L. S. Bowers, A. H. Kohn and A. H. Hawkins are among the incorporators.

THE Wagener Manufacturing Co. will be organized at Wagener, S. C., by Mr. Eugene Able and others to erect a \$75,000 cotton mill. Mr. P. N. Gunter will be the architect for the building, and a water-power will be developed to furnish the power. No machinery purchased yet.

THE contemplated addition to the Greenwood (S. C.) Cotton Mills, lately noted, has been decided on. The board of directors met last week and decided to double the mill's capacity, making 10,000 spindles and 400 looms. The extra capital has been subscribed, and work will commence at once. W. L. Durst is president.

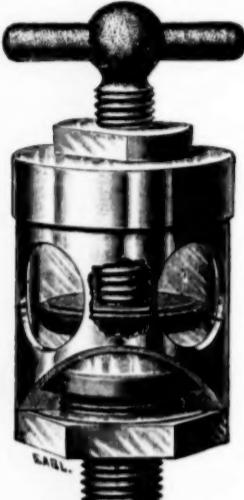
MESSRS. L. B. HUMPHREY, Sol Weil and Henry Lee have applied for a charter for the Alma Cotton Mills for the purpose of erecting a factory at Greensboro, N. C. The capital stock is placed at \$150,000, and subscriptions to stock are to be paid on the weekly instalment plan of fifty cents per share, par value of stock to be \$100. The first fifty-two weeks' payments will pay for all necessary buildings, and at the end of the first year it is hoped the mill will be in operation.

SEVERAL merchants at New Orleans have combined to establish a steamship line between that city and Colon, Central America. Goods will be shipped by this line across the Isthmus of Panama and thence by vessel to California. This step is caused by New York competition.

MECHANICAL.

Good Idea in Grease Cups.

We illustrate herewith a new grease cup which has recently been placed on the market by the Penberthy Injector Co., of Detroit, Mich., manufacturer of the famous "Penberthy" automatic injector. The name of this company is sufficient guarantee as to the quality of any new article



A NEW GREASE CUP.

which it may put on the market, but the grease cup in question has also many points of superiority. The body is a glass cylinder, surrounded and protected by an outer brass shell, with openings at four sides, through which the user can tell at a glance the amount of grease or dope in the cup and know when to refill it, so that the journal where it is used never need be dry, unless through carelessness. The plunger, by which the grease is forced out from the bottom of the cup, is made of a heavy

filled. Circular and price-list of this cup will be sent on application to the above company.

No. 2 Vertical-Feed Power Matching Machine.

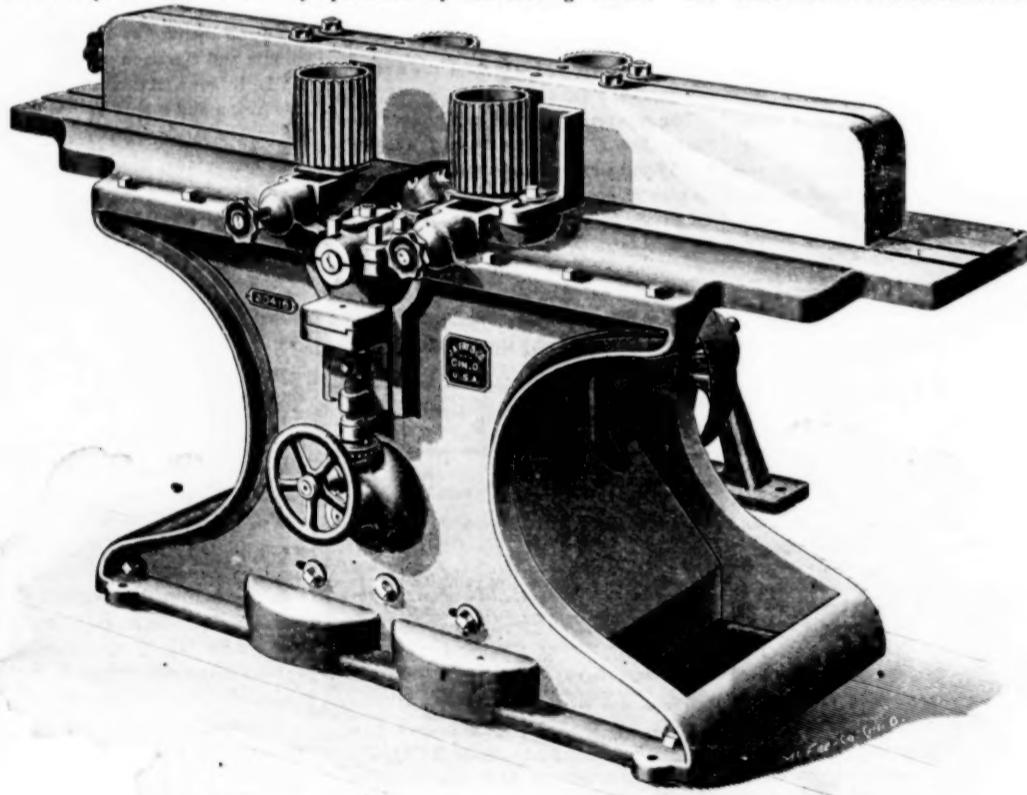
The No. 2 vertical-feed power matching machine made by J. A. Fay & Co., of Cincinnati, Ohio, is a substantial machine intended for tonguing and grooving short and long stuff for trunks and boxes, bottom-boards for wagons, sheathing, and work that is not parallel on its edges or of unequal widths. The frame is iron and with large floor base.

The matching works consist of an arbor made of best quality cast steel, one and nine-sixteenths inches in diameter, the journals ground to accurate sizes and running in self-lubricating bearings of good length, one of them readily detached for applying or removing heads, both lined with a special grade of metal.

The arbor carries either two matching heads or two sets of saws, one for tonguing, the other for grooving. These run below the platen on either side of the adjustable fences. The face of the feeding-in platen is lower than the feeding-out platen, to accommodate the cut. The arbor is adjustable vertically to allow for wear of knives or saws.

The feeding mechanism is very substantial, consisting of four feeding rollers driven by a train of heavy gearing at the base of the machine. Changes of feed can be made by simply changing the size of the feed pulley.

The patent fences are adjusted to the heads by a wedge arrangement between them, moved by a screw, which gradually moves their movement so the tongue and groove can be placed in any desired position on the material. There are two idler rolls in each of the fences to relieve the friction produced by the feeding rollers. The



NO. 2 VERTICAL-FEED POWER MATCHING MACHINE.

rubber washer, protected on both sides by a brass disk, the whole being attached to the bottom of the stem in such a manner that the stem revolves without turning the washer or disks, and at the same time no grease can pass up through the centre of the washer. The cover never needs to be removed from the cup, as the body of the cup is screwed on to the shank and is removed from the shank to be refilled; therefore there is no chance for any of the parts to be lost or mislaid when the cup is being

driven rollers are held against the material by strong coil springs which are graduated by screws and hand-wheels. In front of the first feed roller is placed a small stand to prevent one piece of material being crowded beside one that is passing through.

There is a shop number on each machine and a number on each casting by which they may be identified, and should be mentioned in ordering supplies. For further particulars it is advised that application be made to the makers.

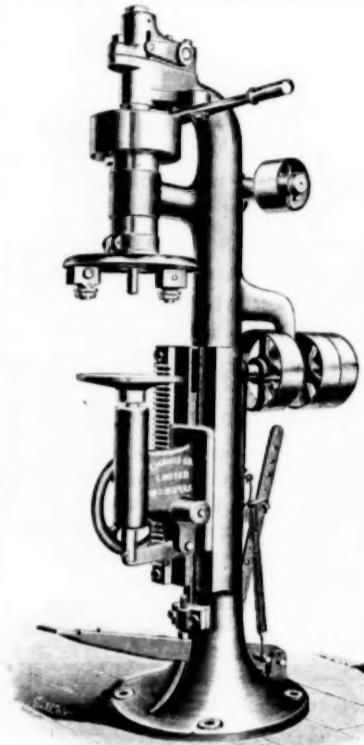
The Bliss Seaming Machine.

The E. W. Bliss Co., of Brooklyn, N. Y., have introduced to the trade a double-seaming machine which is claiming much attention. In double-seaming machines for round cans, as ordinarily constructed,

successively brought to bear against the edge, thus double seaming the lid very rapidly. Adjustments are provided for adapting the machine for any size within its range.

The Lincoln Night Lock.

The Miller Lock Co., of Philadelphia, has lately produced a four-inch latch lock or night latch, the Lincoln, of which a sample is shown in accompanying cuts. In it are combined an unusual number of points of excellence and superiority. They are: 1. A reversible bolt, thus suiting all doors that open inward as well as those



THE BLISS SEAMING MACHINE.

that open outward. 2. The bolt is of bronze metal. 3. This lock is adjustable to all doors from seven-eighths to two inches thick; another size fits doors from one and seven-eighths to three inches thick. 4. Each has three keys of plated steel. 5. Every latch has for its exposure a beautiful bronze metal escutcheon. 6. The finish throughout ranks this lock as strictly first-class. 7. The springs are German

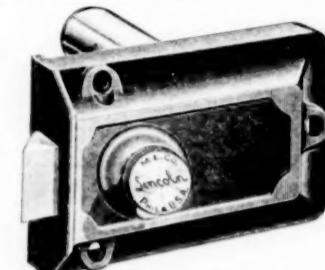


FIG. 1.—THE LINCOLN NIGHT LOCK.



FIG. 2.



FIG. 3.

silver and will not rust in any climate. 8. The keys are reversible and require no fumbling in the dark. 9. The keys will not interchange even in large sets, unless made alike to order. 10. Only a three-quarter-inch hole is to be cut in the door. 11. The strike is new. 12. One-eighth turn of the wrist is all that is needed to open the latch. 13. The price places it within reach of all.

Gold-Mining in Georgia.

BUFORD, GA., June 10.
Editor Manufacturers' Record:

The Piedmont gold mine, one and one-half miles from Buford, has been purchased by a local syndicate. A temporary organization has been effected with Bona Allen, president, and T. J. Rothpletz, M. E., general manager. They will rent, for development purposes, a second-hand steam hoist, pump and boiler for use at shaft, and boiler and engine for use at mill. When shaft and drifts are fully opened, if results are as expected, a permanent plant, including improved stamp mill, concentrators and chlorinating plant, percussion drills, etc., will be erected at the mine. The Piedmont ores have yielded \$9 to \$10 per ton on plates alone in an old-style five-stamp (450-pound) mill.

A French syndicate has lately secured control of a rich gold property near the Piedmont, and developments are looked for.

L. P. Patillo is now erecting a telephone line here, with a good list of subscribers.

Atlanta, Ga.—Geo. W. Parrott: "There is a decided better feeling in business circles generally. All the great staples of our country have made decided advances in values, and for one I believe we are just entering on an era of prosperity that will go right ahead, unless it is checked by unwise silver agitation and legislation."

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

Oil-Mill Superintendents' Meeting.

The annual meeting of the Cotton Oil Mill Superintendents' Association of Texas was held at Dallas on the 4th. After a very interesting address by President Geo. C. Walsh, of Temple, who called attention to the many improvements in machinery that are being made, necessitating careful watchfulness on the part of oil-mill people, it was decided to broaden the scope of this association in order to include the whole South. As it now stands, superintendents of oil mills in every State are eligible to membership, and an effort will be made to secure as large an attendance as possible from the entire South for the next annual meeting in June. Mr. George C. Walsh was re-elected president; Mr. George T. Parkhouse, of Yoakum, was elected vice-president, and Mr. Hugh C. Echols, of Longview, secretary and treasurer.

The Market for Cottonseed Products.

NEW YORK, June 11.

With the exception of a good demand for off grade summer yellow oil during the week, the market has been quiet. The major portion of the foregoing variety was purchased for consumption in England. The supply of off grade yellow is of a limited character, a circumstance which enhances its value in the same ratio, quotations closely approximating those of the prime grades. Several lots are held at 27 cents, while at this writing prime yellow is on offer at 27 cents, with limited takings. A desire is manifested on the part of manufacturers to dispose of their holdings of crude at a concession from current quotations. The proclivity of crude oil to deteriorate in quality when subjected to protracted settling is the stimulating factor in this movement. Mills having their refineries attached thereto evince less concern in the disposition of their refined stocks unless at current quotations, their faith in the future being unshaken. On the other hand, ample stocks carried by consumers render them indifferent to propositions from the mills, unless of a sufficiently interesting character. The general position of the cotton-oil business must be characterized as being decidedly spiritless, trade news of a novel or interesting character being conspicuously absent. A large proportion of the recent heavy shipments to Rotterdam have been transshipped to Germany, the new import duty of 10 marks per 100 kilos going into effect on the 1st of the ensuing month. Compound-lard trading is still dull, and until a revival in business operations recurs, in conformity with the general industrial activity which is apparent throughout the country, reduction in oil stocks and advance in values will be very seriously retarded. Sales of off-grade yellow aggregate 160,000 gallons, chiefly at 26½ cents, although two large parcels were disposed of at 25 and 26 cents, respectively; twenty-four tanks of crude at 17 to 18½ cents; 330,000 gallons of prime and choice summer yellow at prices ranging from 27 to 28 cents, and fifty barrels of prime crude at 23½ cents. A summary of the exports during the week would indicate a fair export trade, France, Italy and England being the chief purchasers, and in the order named. Prime crude in barrels is yet a scarce commodity, enquiries for which have been cabled from England at this writing. A rumor is current that holders of refined oil purpose shipping in large quantities to New York for storage. Receipts at this point for the week aggregate 4000 barrels.

Cake and Meal.—The market is active; 93,211 bags cake meal were exported, chiefly from New Orleans, during the week, the greater proportion being shipped to Hamburg. Prime soft American cotton cake is quoted on the English markets at £5 12s. per ton, which is 2s. 6d. per ton higher than American linseed cake, the English-made, undecorticated variety being quoted at £4 per ton. Egyptian cottonseed is advanced to £5 5s. per ton.

Cottonseed-Oil Notes.

THE Palestine Cottonseed Oil Co., of Palestine, Texas, has increased its capital stock from \$30,000 to \$50,000.

THE Ladonia Cotton Oil Co., of Ladonia, Texas, has filed an amendment to its charter authorizing an increase of its capital stock from \$30,000 to \$50,000.

MESSRS. J. N. CARPENTER and others, of Natchez, Miss., have purchased a site for a new cotton oil mill in that city. Work will be commenced soon and the plant finished in time to crush some of the seed of the growing crop.

THE material for the construction of the new oil mill of the International Cottonseed Oil Co. at Selma, Ala., is being received. The mill proper will be 23x40 feet, a seedhouse 200x100 feet, with a storehouse of the same size, all built of brick, with metal roofs.

THE stockholders of the Brenham Compress, Oil & Manufacturing Co. held a meeting on the 3d inst. and elected the following board of directors: D. C. Giddings, D. C. Giddings, Jr., W. A. Wood, Alexander Simon, William Perry, R. E. Luhn, A. Werner, A. C. H. Schweiss and W. E. Dwyer. The following officers were elected: D. C. Giddings, Jr., president; R. E. Luhn, vice-president; D. C. Giddings, treasurer; W. E. Dwyer, secretary, and William Perry, superintendent. A dividend of 6 per cent. was declared.

A CHARTER has been granted to the New Orleans Cottonseed Delinting & Oil Co. The object of this company is for the manufacture and sale of machinery for the purpose of cleaning cottonseed and converting the same into oil, oilcake, etc. The capital stock of the company is placed at \$4000 in shares of \$20 each. The following gentlemen constitute the board of directors: Thomas J. Mitchell, John H. McCormick, James F. Murdy, Edward M. Underhill, Michael Joseph Kane, John R. Hobbs and H. S. Spangler. The officers are: Thomas J. Mitchell, president; John H. McCormick, vice-president; William M. Boyle, secretary, and James F. Murdy, treasurer.

Another Drainage Project.

A report from Orlando, Fla., states that surveys have been made of the swamp lands known as the "San Sebastian Tract," owned by Mr. A. O. Russell, of Cincinnati, with the view to cutting a canal and draining them. The area contains about 115,000 acres, of which 90,000 acres are muck lands.

THE case of Pyles vs. Beal in the suit over 100 acres of land in the phosphate belt of Alachua county, Fla., which was argued before Judge Horatio Davis as referee several weeks since, has been decided in favor of the defendant.

THE standard-gage railroad now being constructed by the Peace River Pebble Phosphate Co., of Florida, has been completed from Liverpool, Fla., to Hull, and the gap which will connect that portion already completed with the road from Arcadia will be laid just as soon as the steel rails arrive. Phosphate shipments from Hull will be made over the company's railroad in a very short time, and from Arcadia at an early day. It will be used by the Peace River Pebble Phosphate Co. exclusively unless something occurs to change the policy of the company.

PHOSPHATES.

Phosphate Markets.

OFFICE MANUFACTURERS' RECORD, BALTIMORE, June 13.

In the local phosphate market trade continues moderate in volume, and manufacturers have not been purchasing as freely as last month. Some sales are reported for late delivery, but arrivals at present are mainly to fill old contracts. There is a steady movement reported from the mining sections of South Carolina, and a fair demand from both coastwise and foreign markets. In Florida the industry is in fair shape, and the market is generally firmer. Shipments from the ports continue satisfactory, and are likely to hold up well for the present month. Values continue steady for South Carolina rock at \$3 to \$3 25 for crude, \$3 50 to \$3 75 for hot-air-dried and \$6 50 for ground rock, all f. o. b. Charleston. Florida rock is firm; \$1 2 cents for 70 per cent. land pebble, with prospects of an early advance. The arrivals of phosphate reported during the week were the schooners H. S. Lanfair from Ashley river with 575 tons; C. L. Goodwin from Tampa with 1200 tons, and the Herman B. Ogden from Port Royal with 900 tons. Charters reported are the schooners Maggie J. Lawrence and Agnes Manning, Charleston to Baltimore; Killie S. Derby, Mary Lee Patton and S. B. Marts, Ashley river to Baltimore, and E. M. Champion and Rebecca Moulton, Tampa to Baltimore. The New York phosphate charters reported are a British steamer, 1160 tons, from Tampa to Ipswich or London at 16/3, chartered abroad; a British steamer, 826 tons, from Coosaw to east coast of England at 13/3, chartered abroad, and a schooner, 705 tons, Coosaw to Elizabethport at \$2

FERTILIZER INGREDIENTS.

The market is quiet and weak, and there is no large quantity of material offered, yet the total absence of buyers from the market depresses prices. Southern markets remain quiet, with the call for leading ammoniates rather slack, both for spot and future delivery. Business in the West is reported fairly active, with a good demand.

The following table represents the prices current at this date:

Sulphate of ammonia, gas.....	\$3 00	—
Sulphate of ammonia, bone.....	2 75	—
Nitrate of soda.....	1 75	—
Hoof meal.....	1 50	—
Blood.....	1 95	2 00
Azotine (beef).....	1 80	—
Azotine (pork).....	1 80	—
Tankage (concentrated).....	1 70	—
Tankage (9 and 20).....	1 60	and 10
Tankage (7 and 30).....	17 00	17 50
Fish (dry).....	20 00	—
Fish (acid).....	15 00	—

CHARLESTON, S. C., June 10.

Trade in phosphate circles is picking up and continues to improve with the general improvement of business throughout this section. At the points of consumption, interior and coastwise, the markets are more active and the inquiries and sales much more numerous. European shipments are good, with a slight decrease in rates. Prices are firm at \$3 crude, \$3 50 to \$3 75 hot-air-dried, \$6 50 ground rock, all f. o. b. Charleston. The coastwise shipments for the week were N. W. Howlett, 750 tons for Baltimore; M. F. Godfrey, 650 tons for New Haven; while in port and loading are T. W. Dunn, M. M. Keough, Douglass Gregory and S. B. Marts. The water shipments since September 1 were 73,338 tons crude, 1365 tons ground rock, against 95,704 tons crude, 1841 tons ground rock for same date last year.

Phosphate and Fertilizer Notes.

THE British steamship Falka for Genoa cleared from Savannah last week with 1109 tons of phosphate rock among her cargo.

THE sales of fertilizer tags at Raleigh, N. C., for the past week were very light, amounting to only \$25. The receipts this fiscal year are \$25,500, against \$32,000 last year.

THE State of Florida during 1894 received \$12,289 05 on account of phosphate royalties, and has suits pending for royalties aggregating about \$100,000.

THE British steamship Accomac finished loading at Savannah on Saturday last with 370 tons of phosphate, and proceeded to sea. She had an additional cargo of 2745 tons of phosphate, taken aboard at Fernandina. She cleared for La Pattice, France.

THE fertilizer men of Charleston have succeeded in having the rates reduced on blood and tankage from Chicago to that port. The rate committee at Atlanta, after considering the question, agreed to allow a reduction of eighty cents per ton, making the rate \$6 instead of \$6 80.

A CHARTER was issued at Columbia, S. C., last week to the Standard Fertilizer Manufacturing Co., of Charleston. The corporators of the company were George M. Trenholm, R. Goodwyn Rhett and William C. Miller. The capital stock of the company, \$250,000, has all been subscribed.

THE British steamship Manitou is chartered to load with phosphate rock from Savannah to a European port; she is now on passage from Swansea via New York. The steamship Leven was cleared from Savannah last week by J. M. Lang & Co. with 3150 tons of phosphate rock for Rotterdam.

THE phosphate shipments from Charleston, S. C., for the week ending the 8th inst. were as follows: Schooner Nellie W. Howlett for Norfolk with 850 tons, and steamship Maude for Bremen, Germany, with 1640 tons of rock among her cargo. The total shipments since September 1 amount to 73,148 tons to domestic ports, against 95,764 tons for the corresponding period last year.

THE shipments of Florida phosphate rock through Savannah for May, as reported by J. M. Lang & Co., were as follows: 3d, steamship Linda for Genoa, 1549 tons by H. F. Dutton & Co.; 11th, steamship North Britain for Glasgow, 2209 tons by Little Bros.; 20th, steamship City of Tiuro for Rotterdam, 2610 tons by J. M. Lang & Co.; 20th, steamship North Erin for Kastrup, 2702 tons by the Anglo-Continental Guano Co.; 25th, steamship Westhall for Hamburg, 3193 tons by B. Arentz & Co.; 28th, steamship Castlefield for Antwerp, 2805 tons by Anglo-Continental Guano Co.; 29th, steamship Blenheim for Rotterdam, 3350 tons by J. M. Lang & Co.; total for the month, 18,418 tons.

THE phosphate shipments from Port Tampa, Fla., for the month of May are reported as follows: 2d, steamship Abodene with 3305 tons of pebble for Helsingborg by Land Pebble Phosphate Co.; 9th, steamship Herkam with 2175 tons of rock for Rotterdam by the Bradley Phosphate Co.; 13th, schooner J. R. Teel with 1340 tons of pebble for Philadelphia by Bone Valley Phosphate Co.; 14th, schooner The Josephine with 975 tons of pebble for Cartaret, N. J., by Florida Phosphate Co., Limited; 16th, barkentine Beatrice Haven with 751 tons of pebble for New York by Bone Valley Phosphate Co.; 20th, steamship Marima with 2175 tons of pebble for Harbour by the Florida Phosphate Co., Limited; 23d, schooner Warren Adams for Baltimore with 954 tons of pebble by the Florida Engineering Co.; 29th, steamship Aspatria with 2891 tons of rock for Stettin by Louis McLain; 31st, steamship Birdesdale with 2827 tons of rock for Stettin by Franco-American Phosphate Co., and schooner C. S. Glidden with 1658 tons of pebble for Cartaret, N. J., by the Florida Engineering Co.; total for the month 27,654 tons. The German steamship Corona arrived in Port Tampa on the 31st ult. and loaded 2200 tons of phosphate for a European port, and the schooner Jennie Lippett took 760 tons for Baltimore.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department, on pages 310 and 311.]

Lumber Directory.

Readers of the MANUFACTURERS' RECORD who may be in the market for lumber of any description are recommended to the directory of Southern lumber manufacturers and dealers which appears among the advertising pages.

LUMBER MARKET REVIEWS.

Baltimore.

OFFICE MANUFACTURERS' RECORD, BALTIMORE, June 13.

There has been no special feature in the local lumber market during the past week, and the situation is generally unchanged. The demand is only moderate, and in kiln-dried North Carolina pine prices remain very steady, with business fairly active. There is some inquiry for air-dried material, but yardmen are only purchasing to supply present necessities. Builders have been free buyers of small scantling and rough boards during the week, and prices on this class of lumber are very firm. Box lumber is selling, but in small quantities, while stocks are fully ample for the demand. Cypress is quiet, with prices steady. There has been a fair movement in white pine, but the volume of trade continues light. Prices for this material are steady, with a fair supply. The hardwood business continues to drag, and there is very little surrounding the market to encourage the manufacturer. Out-of-town buyers are pursuing the hand-to-mouth policy, and local dealers are not adding to their present stocks. The export trade does not improve, and advices from the European market continue unfavorable. The conditions in the English market are towards an easier line of values. Heavy arrivals in London and Liverpool have caused a bearish tendency, and transactions in hardwoods have been light. Box factories here are nearly all fully engaged, but are not overworked. Planing mills report a fair amount of business.

The following list represents the prices current at this date:

[The quotations for yellow pine are for cargo lots, and for all hardwoods the figures indicate values for choice car lots.]

VIRGINIA AND NORTH CAROLINA PINE.

5-4x6 No. 2, kiln dried	\$16 00@ 18 00
5-4x12 No. 2, " "	17 50@ 18 50
4-4x10 No. 1, " "	16 50@ 17 50
4-4x12 No. 1, " "	17 00@ 17 50
4-4 narrow edge, No. 1, kiln dried	13 50@ 14 50
4-4 wide edge, " "	18 50@ 19 00
6-4x10 and 12, " "	23 00@ 24 00
4-4 No. 1 edge flooring, air dried	14 00@ 15 00
4-4 No. 2 edge flooring, " "	11 00@ 12 00
4-4 No. 1 12-inch stock, " "	16 00@ 16 50
4-4 No. 2 " "	13 00@ 13 50
4-4 edge box or rough wide	9 50@ 10 00
4-4 " " (ordin'y widths)	8 00@ 9 00
4-4 " " (narrow)	7 00@ 8 00
4-4 12-inch "	10 00@ 11 00
2-4 narrow edge	6 00@ 7 00
2-4 wide	7 50@ 8 00
2-4 x10-inch	8 50@ 9 50
Small joists, 2-12, 14 and 16 long	8 50@ 9 50
Large joists, 3-16 long and up	9 50@ 10 00
Scantling, 2x3-16 and up	8 50@ 9 50

WHITE PINE.

1st and 2d clear, 4-4, 5-4, 6-4 and 8-4	48 50@ 50 50
3d clear, 4-4, 5-4, 6-4 and 8-4	43 00@ 44 00
Good edge culls	14 00@ 15 00
Good stock	16 00@ 17 00

CYPRESS.

4-4x6, No. 1	20 00@ 21 00
4-4x6, No. 2	14 50@ 15 50
4-4x6, 16 feet, fencing	12 00@ 13 00
4-4x6, rough	9 00@ 10 00
4-4 rough edge	9 00@ 9 50
4-4 edge, No. 1	15 00@ 19 00
4-4 No. 2	12 00@ 13 00
Gulf, 4-4, Nos. 1 and 2	28 00@ 30 00
Gulf, 6-4, Nos. 1 and 2	31 00@ 32 00

HARDWOODS.

Walnut.	
5-8, Nos. 1 and 2	65 00@ 75 00
4-4, Nos. 1 and 2	80 00@ 90 00
5-4, 6-4 and 8-4	85 00@ 95 00
Newell stuff, clear of heart	85 00@ 100 00
Culls	20 00@ 30 00

Oak.

Cabinet, white and red, Southern, plain-sawed and good, 1 and 2, 8 inches and up, 12 to 16 feet long	29 00@ 33 00
Quartered white, Western, 1 and 2, 2 quality, all figured, 6 inches and up wide, 4-4	53 00@ 55 50
Culls	10 00@ 15 00

Poplar.

Nos. 1 and 2, 5-8	24 00@ 25 00
" 4-4	25 00@ 30 00
Nos. 1 and 2, 6-4 and 8-4	32 50@ 33 50
Culls	13 00@ 16 00

SHINGLES.

Cypress, No. 1 hearts, sawed, 6x20	7 00@ 7 50
No. 1 saps, sawed, 6x20	5 50@ 6 50
No. 1 hearts, shaved, 6x20	6 50@ 7 50
No. 1 saps, shaved, 6x20	5 00@ 6 00

LATHS.

White pine	2 65@ 2 70
Spruce	2 15@ 2 25
Cypress	2 15@ 2 25

Charleston.

[From our own Correspondent.]

CHARLESTON, S. C., June 10.

The market has shown but few interesting features during the past week, and the movement has been generally of a light character. There has been considerable inquiry, however, from Northern ports, and some substantial orders have been filed. At Georgetown and other milling points there is considerable activity among the mills, and nearly all are running on full time, while there is a prospect that shipments will be much larger during July and August. In crossties there is a good demand, and this industry is becoming of greater proportions each year. The stave trade is also better, and shipments show an increase over last season. Among the vessels clearing from this port the past week the British steamship *Elfridia* took out 42,550 oak staves with other cargo for Barcelona and Genoa; the schooner *Napoleon Boughton* cleared with 675,000 feet of lumber for New York, and the steamer *Cherokee* with 425,000 and the *Seminole* with 100,000 feet for the same port; the steamer *Yemassee* took out 800 crossties among her cargo for Philadelphia. The total shipments of lumber since September 1 amount to 55,348,706 feet coastwise and 871,123 feet foreign, making a total of 56,219,829 feet, against 42,850,841 feet for the corresponding period last year. The market closes steady, with quotations as follows: Merchantable, \$14 to \$16 for city-sawed, \$12 to \$14 for railroad; square and sound, \$9 to \$13 for railroad, \$8 to \$11 for raft; dock timber, \$4.50 to \$6.50; shipping, \$8.50 to \$10.50. Shingles are in fair demand at \$5 to \$7 per 1000.

Savannah.

[From our own Correspondent.]

SAVANNAH, GA., June 10.

A material improvement is to be noted in the lumber and timber market here as to demand and stiffening in prices. During the past week there has been good inquiry from Northern ports, and shipments have been of greater volume than usual. A more favorable condition prevails in the interior milling sections. From Cordele the situation is reported satisfactory, with the demand for yellow pine increasing and prices stiffening somewhat. All the mills are crowded with orders for dimension sizes, while orders for dressed stock are not so numerous. The market here closes firm, with quotations not materially changed: Ordinary sizes, \$11 to \$12; difficult sizes, \$13 to \$18; flooring boards, \$15 to \$22; shipstuffs, \$16.50 to \$20, and sawn ties, \$10. The clearances of lumber reported during the past week were as follows: Schooners *Ella A. Stimpson* for Boston with 267,530 feet; *Harriet C. Kerlin* for Philadelphia with 463,542 feet; *Emily F. Northam* for Perth Amboy, N. J., with 274,425 feet. New York steamers cleared with 362,360 feet of lumber and 160,000 shingles, and Baltimore steamers 235,000 feet of lumber. The freight market is steady, with rates nominal. From this and nearby ports in Georgia the quotations are \$4 to \$5 for a range including Baltimore and Portland, Me. To the West Indies and Windward rates are unchanged, to Rosario \$12 to \$13, Buenos Ayres or Montevideo \$10 to \$11, and to Rio Janeiro \$14. Steamer rates to New York and Philadelphia \$7, to Baltimore \$5 and to Boston \$8. Charters reported in New York during the week are as follows: A schooner, 615 tons, from Darien, Ga., to New York with crossties, basis 18 cents for forty-four feet; a schooner, 753 tons, Savannah to New York with 44-foot ties, 17 cents; a schooner, *Fernandina* to New York or Fall River, \$5, and a British bark, 385 tons, Savannah to *Perambuco* at \$14.

Pensacola.

[From our own Correspondent.]

PENSACOLA, FLA., June 10.

The market at this port has been rather quiet during the past two weeks, although the business of the month of May was fairly active in several departments of the timber trade. There were entered at the custom-house in this city for the month of May thirty-one vessels, eighteen from foreign and thirteen from coastwise ports, having a total tonnage of 29,491. The clearances were forty-three vessels, twenty-nine for foreign and fourteen for coastwise ports, having a total tonnage of 31,038. The exports to foreign countries were 11,082,000 feet of sawn timber, 21,148 cubic feet of hewn timber, 8,385,000 feet of lumber, valued at \$185,084, and \$8903 of miscellaneous cargoes, making a total value of foreign exports \$193,987. The coastwise shipments amounted to 2,705,000 feet of lumber and 779,000 shingles. Timber is now quoted here at 9½ cents, with about 80,000 pieces at Ferry Pass. The demand is somewhat better for timber since the month opened, and prices are very steady at quotations. From the number of charters taken in New York during the week it is very probable that a large amount of business will be done in July and August. Among the clearances this week were the schooner *William H. Swann* for Philadelphia with 600,000 feet of lumber; British steamship *Lizzie Durkee* for Trieste, Austria, with 84,000 feet of sawn timber, 900,000 feet of lumber and 15,000 cubic feet of hewn timber. The steamship *Honiton* cleared for Greenock with 1,626,000 feet of sawn timber and 22,000 feet of lumber; bark *Magnhild* for Fecamp with 12,000 feet of lumber and 995,000 feet of sawn timber, and the bark *Henry* for Reunion with 208,000 feet of lumber. The charters reported in New York during the past week were as follows: A steamer, *Pensacola* to Queenboro, with sawn timber, etc., 1015. 3d.; a British ship, *Pensacola* to the United Kingdom with sawn timber, 90s.; two Italian barks and a Norwegian bark from Pensacola to Newport, Cardiff or Swansea with sawn timber, etc., at 90s., 91s. 3d. and 96s. 3d., respectively; a Norwegian bark from Pensacola to United Kingdom or Continent with sawn timber at 93s. 9d.; a bark, *Pensacola* to Newcastle with sawn timber, etc., at 90s., and a British ship from Pensacola to picked ports United Kingdom with sawn timber, etc., 95s., and a Swedish bark, *Pensacola* to Newport, Cardiff or Swansea with sawn timber, etc., 95s., option Port Talbot 97s. 6d., and west coast of England or east coast of Ireland 100s.

Mobile.

[From our own Correspondent.]

MOBILE, ALA., June 10.

A slightly better market has been the rule during the past week, and there has been more demand and inquiry from European ports. While the volume of business in both timber and lumber is light, the demand for sawn timber is improving, but low prices continue to prevail. Prime stuff is now in good demand, while inferior grades are accumulating. At Moss Point, Miss., several large cargoes are to be shipped shortly. A vessel is now loading there with 3,000,000 feet of prime stuff for Europe, the largest cargo ever shipped from this port. Reports from the interior milling sections are generally encouraging, nearly all the mills being well supplied with orders. There is a very good demand from the North and South for crossties, and many mills are busy working on this class of material. The executive board of the Alabama Lumber Co., Limited, met in Montgomery on the 7th inst., for the purpose of completing the final arrangements for effecting a stronger and more permanent organization. This company was permanently organized here about two weeks ago, and is for the mutual benefit of

the lumber manufacturers of Alabama and the establishment of a uniform and stable price-list of two grades of lumber manufactured solely by Alabama millmen. Rift-sawed flooring and several other grades of lumber show a very decided firmness as to values, and prices generally throughout the lumber market are well maintained. The port statistics for the month of May, as furnished by the collector of customs, show the shipments of lumber for that month to be 3,804,000 superficial feet of boards and deals, valued at \$44,296; hewn timber, 364,554 cubic feet, valued at \$47,108, and sawn timber, 2,724,000 superficial feet, valued at \$26,184. During the past week a cargo of 361,190 feet of lumber was cleared for Alexandria, Egypt. The ship *Hendric* cleared with 804,461 feet for Falmouth, England, and a number of small cargoes of lumber for Central America, the total weekly shipments amounting to 1,373,146 feet. The total shipments of lumber since September 1 amount to 46,967,295 feet, against 54,047,841 feet for the corresponding period last year. Lumber and timber freights are quiet and steady at ruling rates: To the West Indies, \$5.50 to \$6; Spanish gold, and coastwise, \$5.50 to \$6; River Plate, \$10 to \$11, and Mexico, \$7 to \$7.50. Timber to the United Kingdom is quoted at 27s. to 29s. per load for hewn and 90s. to 95s. per standard for sawn timber.

New Orleans.

[From our own Correspondent.]

NEW ORLEANS, LA., June 8.

Throughout every avenue of the lumber industry in this State there is more or less improvement, and the general tone of the market is more pronounced, with a tendency towards a higher range of values. All reports from the cypress industry are very favorable, showing a prosperous condition from the mill to the consumer. The red cypress of Louisiana is becoming daily more important among the various woods in the market. Mills are generally well supplied with orders, and most of them have logs enough to keep them running and meet present requirements. At Whitecastle, La., there is a good demand for cypress in first and second-class if dry. The supply of logs is ample, but the demand has been so urgent that stocks have not had time to dry. The shingle mills are generally overstocked on best grades, but all are short on primes. In the yellow-pine region there is an active development in progress, and on all lines of railroad in this State and Mississippi the mills are actively engaged with orders; there is a good demand and prices are well maintained throughout the general list. The local demand for lumber is fairly active, with prices very steady, and as there are a number of buildings and improvements under way, a large quantity of material is being absorbed in this direction. The really busy season will not commence before September, and it is expected that considerable in the way of building will be done. A number of improvements are contemplated, and there is a prospect that mechanics will all be fully employed during the coming fall and winter months. The regular monthly meeting of the Mechanics, Dealers and Lumbermen's Exchange was held on the 6th inst. In addition to the usual accumulation of routine business passed on by the board, it was decided to renew the subscription of the exchange towards the bureau of freight and transportation. It was also decided that a committee be appointed to report on a communication received from the executive of the Atlanta Exposition, embodying an invitation to the exchange to make an exhibit in the forestry section. The receipts of lumber at this port for the week ending today amounts to 1,683,600 feet, and since September 1 they amount to 64,173,000 feet, against 59,330,813 feet last year.

Beaumont.

[From our own Correspondent.]

BEAUMONT, TEXAS, June 8.

The general market for lumber and timber in this section during the week under review has been fairly active, and the situation continues to be of a very encouraging character. The demand for lumber cannot be considered urgent, as at this period of the season a flood of orders cannot be expected. Manufacturers are not pushing trade to any extent, but are having a fair share of orders, and are very firm in their views as to prices. The Beaumont Journal, in its weekly review of the lumber market, says: "Mills are about as far behind with sawing orders as they were six weeks ago, for quite as much has been and is being booked as has been shipped. Saw bills coming in now have to await their turn, for promises of quick shipment of any large order are not given. In the matter of prices it is gratifying to state that they are well maintained. Not in many years have the millmen held more firmly to the list, and the fact suggests the probability of an early advance, for the prices that took effect on May 10 were not profitable prices, but were put out with the view of checking the demoralization that has so long possessed the market." It is the intention of the mills in the Southern Pacific district to continue the reduced working time four months longer, or until such time as the demand shall warrant them running on full time. Under the present method of curtailing the output stocks were slightly reduced during the past month. At Orange there has been no material change in the general market, and the demand is very steady, with orders sufficient to keep the mills running in the regular way. Prices for all desirable grades of lumber continue firm, and stocks are in all cases well assorted, with air-dried material fully up to the standard in grade. Railroad shipments have been of the usual volume, the output showing no let-up. During the past month shipments were very heavy, and for one day fifty-one cars were loaded and sent out from Orange. As previously reported, the above fifty-one cars were classed as a weekly shipment, which was incorrect. The Galveston News says: "A careful inventory made at Orange this week shows an aggregate of about 36,000,000 feet of all kinds of manufactured material on the yards, with about 600,000 feet afloat. At one time since the first of last January there stood piled here nearly 60,000,000 feet. * * * The mills at this place have carefully guarded against an accumulation of old stock, though they always hold enough of every grade to meet any required call." The Lutcher & Moore Lumber Co. has just received a good order for yellow-pine lumber, to be shipped to Porto Rico, West Indies, as soon as suitable tonnage can be had. Two large three-masted schooners are now due at Sabine Pass that will load for the Lutcher & Moore Lumber Co. and sail for Philadelphia.

Southern Lumber Notes.

MANAGER B. T. BURCHARDI, of the Fernandina Oil and Creosote Works, of Fernandina, Fla., has just closed a contract with Harrold Western to creosote a cargo of 300,000 feet of lumber for shipment to Boston.

THE Oxley Stave & Cooperage Co. has purchased a location and made arrangements to locate a stave and barrel factory in Greenville, Miss. The plant, which is to cost \$100,000, will be ready for business by September.

The following clearances of lumber cargoes are reported from Fernandina, Fla., for the week ending the 7th inst.: Steamship Rio Grande for New York with 60,000 feet, and schooner Gertrude E. Bartlett with 521,880 feet. The schooner Lizzie E. Demerson cleared on the 5th inst. with a

full cargo of lumber for Fort de France, West Indies.

THE mills of the Seaboard Manufacturing Co., at Fairford, Ala., which usually employ about 500 hands, have reduced their force just one-half, but these are being worked full time. These mills are cutting almost exclusively for the export trade to Mexico and South America.

A CHARTER was issued to the R. W. Kennedy Company at Charleston, W. Va., last week. The purpose of the company is to deal in all kinds of lumber. The principal place of business will be Grafton, W. Va. The incorporators are: R. W. Kennedy, O. P. Stroh, E. R. Glema, E. D. Hart and O. C. Jeffreys, all of Grafton.

THE receipts of lumber at the port of New Orleans for the week ending June 8, as reported by the secretary of the Mechanics, Dealers and Lumbermen's Exchange, was 1,683,600 feet, and since September 1 the receipts amount to 64,173,000 feet, against 59,320,813 feet for the corresponding period last year.

THE shipment of walnut logs is becoming quite an industry at Fairland, Burnet county, Texas. One carload has already been shipped, and several more about ready to go out to Houston. The logs range from one and one-half to three and one-half feet in diameter and eight feet long. A large quantity of this timber is being cut in this and Llano county.

THE foundation for the Frank Von Hardmuth cedar works at Avon Park, Chattanooga, is nearly completed, and work on the superstructure has begun. The main building of the plant will be 50x100 feet, two stories high and of brick. The contract for the entire structure has been let to Cox & Reiter, who are rapidly pushing the work to completion. The works will be put in operation about September 1.

ACCORDING to the figures of the St. Louis Lumbermen's Exchange the receipts of lumber in that city by rail amounted in May to nearly 6000 cars, the exact number being 5963 cars. In addition to this 3,443,000 feet were received by river. In May, 1894, the receipts were 4267 carloads and 2,693,000 feet, respectively. The above shows a gain of over 40 per cent. in rail, and nearly 30 per cent. in river receipts.

ALL the lumber firms at Fernandina, Fla., report an improvement in their line, and expect shipments to be quite large during the present month. Several vessels are up the St. Mary's river loading with lumber and crossties, and the schooners S. B. Hubbard and the Greenleaf Johnson will carry out about 325,000 feet each. The firm of Robinson & Booth are loading the Hubbard, and George F. Drew has charge of the Greenleaf Johnson.

THE executive board of the Alabama Lumber Co., Limited, W. W. Smith, F. L. Wager and W. E. Sistrunk, met in Montgomery, Ala., last week for the purpose of consulting several lumber manufacturers and completing the final arrangements for effecting a stronger and more permanent organization. The object of the Alabama Lumber Co. is to handle on commission the product of smaller mills and develop the lumber resources of the State.

FORTY to fifty bedroom-suit makers met at Grand Rapids, Mich., on the 11th inst. to consider action toward raising prices. Manufacturers from New York, Minnesota, Wisconsin, West Virginia, Illinois, Ohio and other States were represented. The meeting was held behind closed doors. It is claimed that no trust or combination will be formed, but it is said that the business was carried on at a loss last year, and that the competition is ruinous. The cost of all material has lately gone up 10 to 25 per cent.

THE collector of customs of the port of Pensacola reports the business for the month of May in lumber and timber as fol-

lows: The exports to foreign countries were 11,082,000 feet of sawn timber, 21,148 cubic feet of hewn timber, 8,385,000 feet of lumber, valued at \$185,084, and miscellaneous cargoes of the value of \$8903, making a total value of \$193,087. The coastwise exports were 2,705,000 feet of lumber and 779,000 shingles. The total value of exports for the month were \$237,987, and of imports of all merchandise \$92,440.

THE following vessels cleared from the port of Brunswick, Ga., with lumber during the week ending the 8th inst.: The Russian bark Hoppel, by the Hilton-Dodge Lumber Co., for Inverness, with 394,000 feet; schooner Harold, by McDonough & Co., for Providence, R. I., with 310,000 feet; schooner Thelma, by Stilwell, Millen & Co., for Boston, with 450,000 feet, and schooner Sarah Potter, by John R. Cook, for New York, with 292,000 feet. The schooner Pendleton, from Fall River, was loading lumber for New York from I. H. McCullough & Co.

IRON Markets.

CINCINNATI, June 8.

The pig-iron market has not been lacking in interest during the week just closing. The speculative spirit which has made itself felt in other lines, and which was slow in appearing in iron, is now quite in evidence. Without any noteworthy change in the actual conditions, the temper of buyers and sellers has changed very decidedly. In Pittsburg and the valleys during the past week the Carnegie interest has been buying Bessemer freely at advancing prices, and there are some who see in this signs of manipulation for particular ends. So long, however, as the effect is to stiffen values on all grades nobody is seriously complaining. The question which all are asking is whether there is sufficient increase in actual consumption of Bessemer, forge and foundry irons to take the current product, together with the increase of output that will naturally follow the advance in prices, and still maintain values.

On this all-important matter of consumption all accounts agree that in Bessemer pig and in gray forge it has distinctly increased. In foundry irons there is no noticeable increase, but there is a disposition of consumers to carry a little more iron in their yard than they have hitherto been doing, and when this is multiplied by several thousand foundries it makes an appreciable difference in the demand.

The actual advances to be recorded are about 50 cents in Bessemer since last report, it having been sold at \$11.25 at valley furnaces, while gray forge has sold at \$10.10 and steel billets at \$18 at Pittsburg. In Southern irons the advance of 25 cents, which was announced Decoration Day, is maintained firmly, and gray forge and No. 3 foundry have been advanced 35 cents further, making gray forge now \$7 at Birmingham, or \$1 per ton higher than it was in March. It is a scarce commodity, and if demand continues a further advance may be looked for.

P. S.—Since writing the above a further advance of 25 cents a ton is announced on all grades of Southern iron.

In foundry irons there has been no very active business during the past week, but taking the aggregate of Bessemer, malleable, gray forge, car-wheel and foundry orders the business has been of quite large magnitude. With something of a speculative spirit abroad in the markets it is very difficult to say what may happen, but the feeling of the more conservative producers is decidedly averse to sharp advances that are not fully warranted by the facts of the situation, and that may later bring trouble to all concerned should the general improvement in conditions in the country prove to be not strong enough to sustain them.

We quote for cash f. o. b. Cincinnati:

Southern coke No. 1 foundry.....	\$10 50@ \$10 75
South. coke No. 2 fdry. and No. 1 soft	10 00@ 10 25
Hanging Rock coke No. 1.....	11 50@ 12 75
Hanging Rock charcoal No. 1.....	15 00@ 16 50
Tennessee charcoal No. 1.....	13 00@ 14 50
Jackson county stone coal No. 1.....	14 00@ 14 50
Southern coke, gray forge.....	9 50@ 10 00
Southern coke, mottled.....	9 50@ 10 00
Standard Alabama car-wheel.....	13 00@ 16 00
Tennessee car-wheel.....	14 50@ 15 00
Lake Superior car-wheel.....	13 50@ 14 00

BUFFALO, June 8.

The week has shown an active market, with increasing sales in both general foundry coke iron and charcoal iron. Some slight advances have been made by individual furnaces and in special grades which happen to be more heavily sold than others. A feature in the trade which has long been lacking is the re-entering the market of buyers who were supposed to have purchased their full requirements, but, gaining confidence in the future, are placing additional orders for the same kind. The demand may be called good, and the tone of the market strong.

We quote for cash f. o. b. cars Buffalo:

No. 1 foundry strong coke iron Lake Superior ore.....	\$ — 60 \$11 25
No. 2 foundry strong coke iron Lake Superior ore.....	— 60 10 75
Ohio strong softener No. 1.....	— 60 12 10
Ohio strong softener No. 2.....	— 60 11 60
Jackson county silvery No. 1.....	— 60 15 50
Lake Superior charcoal.....	— 60 13 50
Southern soft No. 1.....	— 60 11 40
Southern soft No. 2.....	— 60 11 75
Hanging Rock charcoal.....	— 60 18 50

PHILADELPHIA, June 8.

The pig-iron, ore and coke market still shows decided strength. Sales of Alabama irons have been temporarily checked by another advance of 25 cents. If buying, however, should be suspended for the next six months, the Alabama furnaces would enter the market in January next with lighter stocks of iron than those on hand at the commencement of this year. If consumption stays where it is or becomes heavier, additional furnaces will have to blow in to keep up the supply.

We quote for cash f. o. b. Philadelphia:

Standard Alabama No. 1 X.....	\$12 00@ \$12 25
Standard Alabama No. 2 X.....	11 50@ 11 75
Strong lake ore coke iron No. 1 X.....	13 25@ 13 50
Strong lake ore coke iron No. 2 X.....	12 75@ 13 00
Lake Superior charcoal.....	14 25@ 14 50
Standard Alabama C. C. C. W.....	16 75@ 17 00

ST. LOUIS, June 8.

The past two weeks has shown that the iron market can go up just as fast as it can decline when regulated by supply and demand. In a number of cases buyers have found that before they had made up their minds to place their orders, quotations were withdrawn and they were compelled to pay the advance.

Prices of Southern iron have advanced practically a dollar a ton since April 15 and the market is gaining strength daily.

Reports are coming in of an improvement in all branches of the foundry trade, which began with the car works some three months ago. The future seems brighter for the iron trade than it has for a long period.

We quote for cash f. o. b. St. Louis:

Southern coke No. 1.....	\$11 00@ \$11 25
Southern coke No. 2.....	10 50@ 10 75
Southern coke No. 3.....	10 25@ 10 50
Southern gray forge.....	10 00@ 10 25
Southern charcoal No. 1.....	14 00@ 14 50
Ohio softeners.....	14 00@ 14 50
Lake Superior car-wheel.....	14 50@ 15 00
Southern car-wheel.....	15 00@ 16 50
Genuine Connellsburg coke.....	4 75
West Virginia coke.....	4 75

NEW YORK, June 8.

Since our last report, written two weeks ago, iron has been coming forward freely on old contracts, but few new engagements have been made. The buying here is devoid of any speculative features, and simply represents actual requirements of the consumers, which seems to be fully double the requirements of a year ago.

We quote for cash f. o. b. New York:

Standard Alabama No. 1 X.....	\$12 00@ \$12 25
Standard Alabama No. 2 X.....	11 50@ 11 75
Strong lake ore coke iron No. 1 X.....	13 25@ 13 50
Strong lake ore coke iron No. 2 X.....	12 75@ 13 00
Lake Superior charcoal.....	14 25@ 14 50
Standard Georgia charcoal.....	16 75@ 17 00

ROGERS, BROWN & CO.

If you wish to keep posted on the progress of the South, read the Manufacturers' Record. Price \$4 a year.

CONSTRUCTION DEPARTMENT.

THE MANUFACTURERS' RECORD
 seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

*Means machinery, proposals or supplies are wanted, particulars of which will be found under the head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ALABAMA.

Birmingham—Water Supply.—It is proposed to organize a company to supply the city with water from artesian wells. M. Sloss can be addressed for information.

Columbia—Electric-light Plant.—The city contemplates putting in an electric-light plant. Address George L. Campbell.

Cullman—Fertilizer Works, etc.—The Harvey Lee Miller Fertilizer Co. will be organized with a capital stock of \$10,000 to erect a plant. T. L. Humphrey is at the head of the enterprise. Will also erect an oil mill.*

Oxmoor—Furnace.—The Tennessee Coal, Iron & Railroad Co. will repair Oxmoor furnace and blow it in.

Round Mountain—Wood-alcohol Plant.—The \$100,000 chemical plant noted last week (under Rome, Ga.) will be built by the W. J. M. Gordon Wood Alcohol & Chemical Co., which is to be incorporated. The plant will make charcoal, wood alcohol and substances from acetate of lime. The interested parties are W. J. M. Gordon and Henry Strautman, of Cincinnati, Ohio.

Sheffield—Furnace, etc.—The charter of the Sheffield Coal, Iron & Steel Co. has been recorded. The company organized by the election of Mr. John Fritz, of South Bethlehem, Pa., as president; Samuel Adams, of South Bethlehem, Pa., superintendent; W. H. Berlin, of Allentown, Pa., chairman of executive committee, and J. A. McKee, of Philadelphia, treasurer; capital stock \$1,500,000. This company lately purchased the Sheffield furnace and other properties.

ARKANSAS.

Lionhill—Concentrating Plant.—The Arkansas Mining Co. will erect a zinc-concentrating plant; machinery all purchased.

Lionhill—Saw Mill.—Mr. Mix has built a saw mill.

Little Rock—Marble Works.—W. L. Funston has established marble works.

FLORIDA.

Hampton—Cannery.—A company has been formed to erect a canning factory.

Idlewild—Cannery.—Nathan Price and R. Foxworth will establish a cannery.

Idlewild—Lumber Mill.—H. M. Pfann will locate at Idlewild Park a plant for manufacturing lumber, shingles, veneers, baskets, etc.

Jacksonville.—Application will be made for charter for a race track and fair association. Address Jas. F. Stephens.

Jacksonville—Lumber Plant.—Jas. R. Walsh, representing a Saginaw (Mich.) syndicate, is in Jacksonville for the purpose of locating a factory for the manufacture of cypress sash, doors, blinds and interior finishing. Machinery will be wanted.

Jacksonville—Building, etc.—The Florida Building & Construction Co. has been formed by J. F. Stephens, of Chicago, and C. F. Brown, of Washington, D. C., to contract for building bridges,

wharves etc. Machinery will be needed later on; office of company, Hubbard Building.

Ocala—Cigar Factory.—John B. Creagh, of Philadelphia, Pa., has contracted to erect in Marti City a cigar factory to employ 120 to 200 hands.

Pensacola—Cotton Mill.—The erection of a cotton mill is talked of.

Pensacola—Cannery.—A cannery will probably be started.

Punta Gorda—Ice Plant.—An \$800 company has been formed to erect an eight ton ice plant.

San Antonio Improvements.—The city contemplates issuing \$50,000 in bonds for street improvements. Address the mayor.

GEORGIA.

Americus—Cotton Gin.—Council & McGarrah will erect a cotton ginner.

Atlanta—Machinery Works.—E. Van Winkle has awarded a contract for a complete plant for the manufacture of cotton mill and oil-mill machinery.

Atlanta—Water Works.—A duplicate main to cost \$50,000 will probably be laid. Address Mr. Joyner, water-works chief.

Atlanta—Electrical Company.—The Southern Electric Development Co. has been incorporated by Roby Robinson, Robert F. Shedd and J. H. Gilbert. The capital stock is named at \$10,000, and privilege of increasing to \$500,000 is asked for. The company is for the purpose of dealing in and manufacturing electrical appliances.

Buford—Gold Mines.—A company has been organized, purchased and will develop the Piedmont gold mine, near Buford. Bona Allen is president; L. P. Patillo, secretary treasurer, and F. J. Rothpletz, general manager. Considerable machinery will be installed, and a complete stamp mill, concentrating and chlorinating plant put in if results are as expected.*

Dawson—Electric-light Plant.—The city council has authorized an issuance of \$10,000 in bonds for an electric light plant. Address the mayor.

Macon—Fruit Company.—The Macon Fruit & Nursery Co. has been organized to cultivate fruits. C. C. Kibbey is president; R. E. Park vice president, and L. D. Moore, secretary.

Macon—Mercantile.—H. J. Lamar, J. F. Hanson, Geo. B. Turpin and others have incorporated the Wexbaum Co. with a capital stock of \$250,000.

Savannah—Baking-powder Manufacturing, etc.—The Morehouse Manufacturing Co. has been incorporated by A. W. Morehouse and J. J. Higgins with capital paid in \$25,000 and privilege of increasing it to \$250,000. The company will manufacture and sell baking powder, self-raising flour, buckwheat cereals, etc.

Savannah—Delinter Plant.—O. T. Bugg, inventor of a cottonseed delinter, contemplates locating a plant at Savannah.

KENTUCKY.

Hawesville—Distillery.—E. P. Millett, of Owensboro, has purchased the Breidenbach distillery.

Hawesville—Gas and Oil Wells.—A company has been organized with F. J. Ferry, president, and A. B. Skillman, secretary and treasurer, and the directors are A. B. Skillman, F. J. Ferry, W. H. Bowmer, J. G. Harris and Jeff Sterrett, to develop oil and gas deposits.

Louisville—Coffee and Spice Mill.—It is proposed to erect a coffee-roasting and spice manufacturing plant. Address for information W. S. Francis.*

Louisville—Publishing.—The Southern Publishing Co. has been incorporated with M. B. Bowden, president; W. A. Ryan, secretary and treasurer, and J. D. Browning, general manager.

Madisonville—Telephone Lines.—The American Telephone & Telegraph Co. has franchise to construct telephone and telegraph lines.

LOUISIANA.

Arcadia—Cotton Compress.—The Levy Compress Co. organized with A. T. King, president, and B. Capers, secretary. M. P. Levy, of New York, and C. E. Levy, of New Orleans, are also interested.

Baton Rouge—Cotton Compress.—It is proposed to organize a stock company to erect a cotton compress; it is contemplated to remove a Georgia plant to Baton Rouge. B. R. Mayer, C. J. Reddy and S. B. Jones are interested.

Crowley—Machine Shop.—A. P. Hoffer will equip a machine shop.

Monroe—Lumber Manufacturing.—R. B. Blanks, of Monroe; Henry P. Rochell and Benjamin Whitaker, of Texarkana, Texas, have incorporated the Acadian Lumber Co. to manufacture lumber, etc.; capital stock \$25,000.

New Orleans—Elevators.—The American Sugar Refining Co. has applied for privilege to erect coal elevators.

New Orleans—Paint Factory.—The Whitehouse Paint Co.'s new factory, lately noted, was estab-

lished through the efforts of J. Watts Kearney & Son, who will control the output of 100 barrels daily.

New Orleans—Cottonseed-oil Plant.—W. N. Bogle, M. J. Kane, J. B. Hobbs and others have incorporated the New Orleans Cottonseed Delinting & Oil Co. to manufacture oil, oilcake and other products from cottonseed. The capital stock is \$400,000.

New Orleans—Machine and Ship Works.—The New Orleans Machine & Shipbuilding Co. has been incorporated to operate machine works and shipbuilding plant with a capital stock of \$150,000. The incorporators are Chas. Louque, J. A. C. Wadsworth, H. Dudley Coleman and others.

MARYLAND.

Baltimore—Abattoir Plant, etc.—The company to establish the \$500,000 abattoir, etc., lately noted, has organized at St. Louis, Mo., as the Eastern Shore Abattoir Co., with the following directors: Amos Jackson, C. M. Washbond, E. S. Smyth, C. A. Emmet, M. E. Martin, H. M. Squire, W. C. Earnest, B. F. Anthony, R. K. Bruce. At a meeting held in Chicago Amos Jackson was elected president, and B. F. Anthony, secretary, and R. K. Bruce, treasurer. The board instructed Messrs. Goodrich & Goodrich, 801 Fidelity Building, Baltimore, to have the estimates in for all building operations by September 1.

Baltimore—Brick and Tile Works.—The Baltimore High Grade Brick Co. has been incorporated by Charles F. Diggs, Young O. Wilson, Henry C. Finney, Wilmot H. Diggs and Joseph R. Wilson with a capital stock of \$50,000, the company to manufacture bricks and tiles.

Baltimore—Telephone System.—Geo. W. Cross, agent for the Standard Telephone Co., will endeavor to secure subscribers for a telephone system; office, Equitable Building.

Baltimore—Quarrying.—The Flint Mill Co., for quarrying and grinding flint and spar, has been incorporated by Edwin Bennett, E. Huston Bennett, Samuel T. Day, Wilbur T. France and Jos. E. France.

Cambridge—Flour Mill.—Louis K. Warren has let contract for a 30-barrel flour mill.

Cumberland—Coal Trestle.—The B. & O. R. R. Co. will build a steel coal trestle to cost \$10,000; contract awarded.

Hagerstown—Bicycle Works.—The Crawford Manufacturing Co. will double the size of its bicycle works.

Hyattsville—Water Works.—A plan has been decided on to supply the town with water from springs, and the cost is estimated at \$20,000. Specifications are being prepared. Address the mayor.

Lonaconing—Water Works.—Malcolm Sinclair has accepted the water-works franchise lately granted, and will arrange at once to let contracts.

Ocean City—Electric-light Plant.—Contract for lighting the city with electricity has been awarded to the Warfield Manufacturing Co., of Baltimore.

Sharptown—Telephone Lines.—The directors of the Bethel, Laurel & Sharptown Telephone Co., which was recently granted a charter, have organized by electing J. Dallis Marvil, of Laurel, Del., president; John M. C. Moore, of Bethel, Del., secretary, and A. W. Robinson, of Sharptown, Md., treasurer. The company will construct a telephone line from Laurel, Del., to Bethel, Del., and Sharptown, Md.*

Westminster—Electric-light Plant.—The Westminster Electric Light Co. is putting in a 50 light dynamo, etc.

MISSISSIPPI.

Brookhaven—Compress, Electric-light Plant, Cannery, etc.—A joint stock improvement company has been organized with an authorized capital of \$200,000 by F. F. Becker, A. E. Moreton, W. H. Seavey, J. W. McGrath, L. Cohn and E. Bowsky. A campus, a large warehouse, a cannery, electric-light plant and an ice factory are the new enterprises the company contemplates. Contract has been closed for a Webb steam lever press with capacity of 1000 bales of cotton per day, and the compress and warehouse will handle the growing crop. During the winter the electric-light plant will be started, and next season the ice and cannery factories will be put in operation.

Brookhaven—Cannery.—An Illinois party will erect a cannery.

Natchez—Oil Mill.—J. M. Carpenter and others have purchased a site for a new cottonseed oil mill to be in operation to crush the growing crop.

Vicksburg—Bridge.—The board of supervisors has decided to build a third iron bridge over Big Black river at Messenger's Ferry.

MISSOURI.

Bakersfield—Flour Mill.—S. W. Tyree & Co. will erect a 25-barrel roller flour mill to operate by water-power.*

Ferguson—Electric-light Plant.—Downs & Ash-

brook have about completed their electric-light plant for which they were granted franchise recently.

Marshall—Coal Mines.—Wm. M. Walker, Sr., Jno. Marmaduke, Ernest Harvey and others are opening coal mines.

Monett—Flour Mill.—The Carter & Williams Elevator Co. will erect a roller corn and feed mill with sheller of 100-bushel capacity per hour; will put in fifty horse-power boiler and forty horse power engine.

Nevada—Ice Plant.—J. E. McLaughlin, of San Francisco, has been trying to organize a company to build an ice factory and cold-storage plant in Nevada.

Sedalia—Book Company.—The Sedalia Book & Stationery Co., of Sedalia, capital stock \$25,000, has been incorporated by O. B. Caldwell, W. H. Klein, Lee Montgomery and others.

Sedgewickville—Flour Mill.—C. R. Conrad will remodel his mill to the roller process.

St. Louis—Diamond Steel Co.—The Diamond Steel Co., capital stock \$30,000, has been incorporated by E. H. Sublett, B. F. Marx and F. I. Marx.

St. Louis—Brick Works.—The Gaffney Vitrified & Pressed Brick Co., capital stock \$50,000, has been incorporated by John Gaffney, Louis W. Blanke, J. P. Keiser, Adam B. Roth and G. A. Ebring.

St. Louis—Manufacturing.—The American Register Co. has been incorporated with a capital stock of \$50,000 by J. C. Orrick, John C. Orrick, Charles B. Greeley and Arthur S. Patridge to manufacture registers.

NORTH CAROLINA.

Asheboro—Mining.—The Empire Mine has been incorporated with \$600,000 capital. The incorporators are W. J. McKee, H. D. Gamble, C. A. Donalds, M. A. Mohler and E. B. Latshaw, of Pennsylvania; T. A. Wright, of Baltimore, Md.; J. W. Hunter, of Ohio, and E. W. Lyon, of Thomasville, N. C.

Charlotte—Flour Mill.—D. R. Julian and F. M. Thompson, of Salisbury, have decided to erect a 50 to 100-barrel flour mill; site purchased, but no machinery as yet.

Durham—Knitting Mill.—A knitting mill containing 100 machines for hosiery will be established. J. S. Carr is interested.

Dyersville—Gold Mines.—The Eldorado Mining Co., of New York, has purchased the Spruce Branch gold mines, and will thoroughly develop. C. G. Viele, of Salisbury, is manager.

Goldsboro—Cotton Mill.—The Alma Cotton Mills has applied for charter, capital stock placed at \$100,000, and subscriptions to stock are to be paid on the instalment plan. L. B. Humphrey, Henry Lee and Sol Weil are interested.

Goldsboro—Lumber Plant.—Deans, Pearson & Co. are erecting a saw mill, hoop and barrel factory.

Greensboro—Cotton Mill.—The Cone Export & Commission Co. denies that it is interested in a proposed cotton mill and bleachery for Greensboro.

Greensboro—Gold-mining.—W. R. McMasters may develop gold deposits.

Lincolnton—Cotton Mill.—The Elm Grove Cotton Mills will add 2000 spindles and other machinery.*

Lincolnton—Cotton Mill.—J. A. Abernethy, D. R. Rhyne and J. H. Ramseur have incorporated the Lincoln Cotton Mills, and are now erecting the plant previously noted (5000 spindles); capital stock \$50,000.

Rutherfordton—Telephone Line.—A company is being formed to construct telephone line from Rutherfordton to neighboring towns. Mills & Reynolds, J. W. Harris & Son, Carpenter & Morrow and others are interested.

Statesville—Telephone Exchange.—E. C. Hein has obtained franchise for telephone exchange.

Thomasville—Furniture Factory.—The Thomasville Manufacturing Co. has purchased machinery for furniture-making, and will start factory.

SOUTH CAROLINA.

Charleston—Fertilizer Works.—George M. Trenholm, R. G. Rhett and Wm. C. Miller have incorporated the Standard Fertilizer Manufacturing Co. with a capital stock of \$250,000.

Cowpens—Cotton Mill.—The Cowpens Manufacturing Co. contemplates an addition of 3000 spindles and 150 looms.

Prosperity—Cotton Mill.—G. E. Hawkins's proposed mill, lately reported, has been incorporated as the Prosperity Cotton Mill Co. with a capital stock of \$50,000. The incorporators are G. E. Hawkins, D. H. Whaler, L. S. Bowers and others.

Rock Hill—Cotton Mill.—W. L. Roddey, J. B.

Johnson, Arnold Freidheim and T. A. Crawford, of Rock Hill; Jno. R. Barron and J. L. Campbell, of Clover, have incorporated the Manchester Cotton Mill Co. with a capital stock of \$200,000.

Rock Hill—Cotton Mill.—The Arcade Cotton Mill Co. has been incorporated with a capital stock of \$200,000 by R. T. Fewell, W. L. Roddy and others. The company will erect and operate the Fewell Mill, lately reported.

Summerville—Electric-light Plant.—F. W. Wagner can be addressed regarding electric-light plant.

Wagener—Cotton Mill.—The Wagener Manufacturing Co. is proposed to erect the cotton mill noted last week to operate by water power; capital to be \$75,000. Address Eugene Able.

TENNESSEE.

Athens—Typewriter Works.—The Fisher Typewriter Co. will start a factory, putting in about \$15,000 worth of machinery at the start. The company's writer is to be made especially for work on bound books, etc.*

Chattanooga—Cotton Mill.—The organization of a cotton-mill company is proposed. Address the Young Men's Business League.

Chattanooga—Tannery.—O. L. Lockwood will erect a tannery to cost \$50,000, to employ fifty men at the start.

Chattanooga—Ice Company.—An ice company will probably be organized.

Embreveille—Furnace.—The Embreveille Furnace Co. will put its plant in blast in the near future; capacity daily 150 tons.

Erwin—Lumber Plant.—John Norton and Geo. D. Miles have purchased timber leases, and will build a mill of 40,000 feet of lumber capacity daily.

Harriman—Coal Mines.—Frank Weddell, Fred Hemy, A. B. Marshall, F. M. Peet and R. N. Pollock, of Cleveland, Ohio, have purchased coal lands near Harriman, and will develop same.

Humboldt—Feed Mill.—Bear B. os. will put in a feed mill.*

Jackson—Water Works.—The city will probably add new and larger pumps to its water works. Address S. C. Lan aster, engineer.

Jamestown—Oil Wells.—The Forest City Oil Co. will drill oil wells.

Johnson City—Creamery.—F. K. Mountcastle and W. P. Harris, of Johnson City, and T. A. Gillespie, of Limestone, are organizing a \$5000 company to erect a creamery.

Johnson City—Furnace.—The Carnegie Iron Co. is preparing to put its 150 ton furnace in blast.

Knoxville—Coal Company.—J. L. Boyd, B. A. Jenkins, Lewis Tillman, D. J. Richards and C. H. Harvey have incorporated the Consolidated Jellico Coal Co.

Murfreesboro—Soap Factory.—P. P. Mason will erect a soap factory.

Pikeville—Oil Wells.—J. J. Rickard and F. S. Rock, of Pittsburgh, Pa., have leased lands near Pikeville and will drill for oil.

Pulaski—Cotton Mill.—J. F. Boyd, of Shelbyville, and associates will remodel and operate the old Vale cotton mill (1500 spindle).

TEXAS.

Dallas—Brick Works.—The Atlas Press Brick Works, capital stock \$25,000, has been incorporated by T. W. Hurst, J. C. Poage and Vera W. Jones.

Galveston—Gin Company.—The Lancaster Gin Co., capital stock \$55,000, has been incorporated by W. F. Ladd, J. A. Jackson and W. H. Seaman.

Galveston—Gin Company.—The Ferris Gin Co., capital stock \$35,000, has been incorporated by W. F. Ladd, J. A. Jackson and W. H. Seaman.

Galveston—Tannery.—Jno. M. Grant, of Woodstock, Ont., is considering the erection of a tannery at Galveston.

Galveston—Cotton Compress.—The Taylor Compress Co. has purchased site and will erect a new compress; machinery all ordered.

Hallettsville—Electric light Plant.—The city council has placed order for a new electric light plant, including 900 light dynamo and eighty-five horse-power engine.

Henrietta—Sugar Factory.—A dispatch from Fort Worth states that Oxnard Bros., large operators of beet sugar factories in America, will erect a factory at Henrietta that will cost \$250,000, with a daily capacity of seventy-five tons of beets; also seventy-five tons of sorghum daily will be reduced to syrup. The refuse will be made into alcohol for mechanical purposes. They will furnish employment in field and factory for upward of 1500 men, women and children.

Ladonia.—The Ladonia Cotton Oil Co. has increased its capital stock \$20,000.

Palestine—Sewerage System.—Jno. J. Donovan, of Lowell, Mass., will construct a sewerage system at Palestine.

San Antonio—Ice Plant.—Jos. Cooley will erect an ice plant, according to a report.

San Antonio—Municipal Improvements.—The city proposes an issuance of \$50,000 improvement bonds. Address the mayor.

VIRGINIA.

Bedford City—Coal-mining.—The Clinch Valley Coal & Coke Co. has been reorganized with W. H. McGhee, president, and T. D. Berry, secretary and treasurer. This company's field comprises about 2000 acres and will be thoroughly developed.

Coeburn—Coke Plant.—The Wise County Coke Co. contemplates adding a coal-washer to its plant for the manufacture of coke. The plant consists of 100 ovens, and a washer would be required which would wash from 400 to 500 tons of slack coal per day.*

Deep Valley—Flour Mill.—Smith & Morrison will build a 30 barrel flour mill; contract let.

Graham—Oil Wells.—A \$30,000 stock company has been formed to drill oil wells near Graham. Captain Peery can probably give information.

Long—Flour Mill.—J. C. Grove will add bolts, scalpers, purifiers, cleaners, etc.

Marmion—Flour Mill.—J. F. Chaplin has let contract for a go-barrel flour mill.

Norfolk—Electric Conduits.—The Southern Electric Service Co. is petitioning for franchise to construct underground conduits for telephone system, etc.

North River—Stave Mill.—H. J. Monger & Co. will erect a new stave mill.*

Richmond—Tobacco Factory.—The new United States Tobacco Co. has been chartered to manufacture tobacco, cigars, snuff and cigarettes. The capital stock is to be not less than \$100,000 nor more than \$2,000,000. Fred Myers is president and director; Claude S. B. Halpin, vice president and director; Frank P. Murray, secretary-treasurer and director; E. L. Wingfield, director, and S. L. Butler, director.

Richmond—Paper-coating Works.—The Linton Coated-Paper Co. has been chartered for coating and treating paper. The capital stock is to be not less than \$10,000 nor more than \$200,000. E. D. Christian is president; A. H. Christian, Jr., vice-president and treasurer; Joseph Linton, of Rhode Island, superintendent. The factory is now being equipped.

WEST VIRGINIA.

Benwood—Water Supply.—For information concerning proposed water supply address Benwood Water Works Co.

Centreville—Oil Wells.—The Buffalo Oil Co. has leased 1000 acres of land and will drill for oil.

Charleston—Mining.—The United States Securities Co. has been chartered for mining, etc.; capital stock \$2,500,000; F. N. Allen, N. T. Willard, A. A. Arthur, E. A. Drake, of New York, and Alex. Murray, of New Jersey, incorporators.

Charleston—Coal Mines.—A charter has been issued to the Kanawha Valley Coal Co. for the purpose of mining coal and manufacturing coke, etc. Capital stock subscribed \$1000, with the privilege of increasing same to \$1,000,000. The incorporators are J. B. Finley, of Parkersburg; J. R. Thomas, of Thomasville; F. M. Staunton, C. C. Lewis, Jr., and George S. Couch, of Charleston.

Crown Hill—Coal-mining.—The Crown Hill Colliery Co. has been incorporated for the purpose of mining coal and other minerals. The capital stock is \$100,000. William Seymour Edwards, Webster D. Smith, Henry L. Broun, Frank A. Smith and C. C. Lewis, Jr., are interested.

Fairmont—Gas and Oil Wells, etc.—A charter has been issued to the Toredo Co. for the purpose of producing oil and gas, etc.; capital stock \$1,000,000. Incorporators: F. P. Rush, J. E. M. Casey, O. S. McKinney, Thos. Reed and J. M. Irvin, all of Fairmont.

Franklin—Flour Mill.—C. O. Byrd has let contract for a 25 barrel flour mill.

Grafton—Lumber Company.—The R. W. Kennedy Co. has been incorporated with a capital stock of \$50,000 by R. W. Kennedy, O. P. Stroh, E. R. Glenn, E. D. Hart and O. C. Jeffreys.

Harper's Ferry—Brewery.—J. C. McGraw's brewery, lately noted, is completed; capacity 10,000 barrels daily and cost \$30,000. Mr. Jensen, of Chicago; Mr. Volk, of Philadelphia, and Mr. Schaepert, of Brooklyn, are interested.

Sistersville—Oil Wells.—Lon Shufelt will develop oil wells.

Uniontown—Oil and Gas Wells.—R. H. Lindsay, J. C. Work, R. E. Umbel and W. C. McKeay, of Uniontown, and Jno. D. Frisbee, of Connellsburg, Pa., have incorporated the State Line Oil & Gas Co. to develop 2000 acres of leased land; capital stock \$12,000.

Wheeling—Bridges.—Several new bridges will be constructed, probably of steel, by the county commissioners. Address the clerk to county commissioners.

BURNED.

Baltimore, Md.—Storck & Co.'s planing mill.—loss \$40,000. S. H. Tinsley's planing mill.

Copeland, N. C.—Ross Atkinson & Co.'s tobacco factory.—loss \$25,000.

Downsille, N. C.—League & Winkler's saw mill.—damaged by explosion.

Leesburg, Ga.—Wm. Laramon's cotton gin.

Lexington, N. C.—Hedrick Bros.' flour mill.—loss \$1000.

Mt. Airy, N. C.—The Renfro Inn.—loss \$20,000.

Stanford, Ky.—J. H. Baughman & Co.'s flour mill.

Washington, D. C.—W. T. & V. S. Woods' planing mill.—loss \$9000.

Washington, D. C.—Wood Bros.' planing mill.—damaged by fire.

Rogers has completed plans for a projected theatre and hotel.

Texas City, Texas—Wharves, etc.—Inman, Swann & Co., of New York, will erect cotton wharves, warehouses, etc., at Texas City.

Union City, Tenn.—Hotel.—Reynolds & Buckley will build a hotel after plans by B. B. Davis, of Paducah; building to be of brick, three stories high, and have forty rooms.

Waco, Texas—Auditorium.—Sealed proposals will be received by Tom Padgett, Waco, Texas, until June 15, 1895, for building a brick auditorium and a brick cotton palace. Plans and specifications can be seen at offices of W. W. Larmour and W. C. Dodson.

Washington, D. C.—Dwellings.—Building permits issued to J. C. Walker, three-story and attic brick building to cost \$5500; S. E. Powell, two story brick building, \$3000; Henry Hurst, alterations and general repairs to stable and store, \$700.

Winfield, W. Va.—Courthouse.—Frank P. Milburn, of Kenova, is preparing plans and specifications for a new courthouse to be built at Winfield; plans ready for bids after June 15, and contract to be let July 1, 1895. Address R. A. Salmons, county clerk.

BUILDING NOTES.

Abbeville, La.—Bank Building.—The Bank of Abbeville will erect a building.

Abilene, Texas—Jail.—Contract for the new county jail awarded to the Pauly Jail Building & Manufacturing Co., of St. Louis, at \$14,575.

Alexandria, Va.—Church.—Plans are solicited for a church edifice to have gas chandeliers, furnace heat, sanitary cl sets etc.; total cost not to exceed \$15,000. Address Rev. Thomas Pettis, South Alexandria, Va.

Atlanta, Ga.—G. L. Normann's plans for the Manufacturers' Building have been accepted.

Baltimore, Md.—Hospital.—Contract for erecting a hospital building has been awarded to John Marshall at \$5000.

Barnesville, Ga.—Courthouse.—Contract awarded to Arthur Marshall, of Birmingham, for the erection of new courthouse at \$16,968.

Bolivar, Tenn.—Hospital.—The legislature has appropriated \$20,000 for the erection of the colored annex to the Western Hospital. Address the trustees.

Charleston, S. C.—Theatre.—W. T. Keogh will expend \$150,000 in remodeling the Academy of Music.

Charleston, W. Va.—Hotel.—Hon. W. A. MacCorkle will receive bids for four-story frame hotel, to have electric lights, steam heat, three passenger and freight elevators, steam-power, laundry fixtures, etc.

Charlottesville, Va.—Church.—Plans by McDonald Bros., of Louisville, Ky., have been accepted for the new \$25,000 church.

Cookeville, Tenn.—Jail.—A committee, A. W. Boyd, J. A. Carlen and J. Whitsen, has charge of the proposed new jail.

Denton, Texas—Courthouse.—The commissioners' court of Denton county will convene on 24th of June to receive bids on plans and specifications for a new courthouse to cost \$100,000; C. L. M. Crowder, county clerk.

Elgin, Texas—School.—The Elgin Educational Co. was organized for the erection of a brick school building; directors, W. H. Rivers, Gus H. Jones and others; building to cost not over \$10,000.

Gaffney City, S. C.—City Hall.—Plans and specifications will be received until July 5 for the erection of brick city hall, modern structure, to cost from \$6000 to \$7000; the building to contain public hall with stage suitable for theatricals, library, five prison cells, courtroom and offices. Address F. G. Stacy, treasurer.

Greensboro, N. C.—Store.—P. D. Price has begun the erection of a large brick store building 50x100 feet, three stories.

Greensboro, N. C.—Prizery.—Bids are advertised for a brick leaf-tobacco prizery, four stories, 45x150 feet; contract to be awarded June 20; to be built by C. G. Wright for J. S. Cobb & Co.

Huntington, W. Va.—Courthouse.—The county court will July 15 receive plans and specifications for a courthouse of modern design to be erected at Huntington, to be lighted with gas and electricity, heated by steam or air; cost from \$60,000 to \$100,000. Address F. F. McCullough, clerk county court commissioners.

Kissimmee, Fla.—Hotel.—W. L. Van Duzor & Co. have effected a sale of plot of land to Northern capitalists for hotel site; work on the building and improving the grounds will begin about July 1, and the structure is to have about 150 rooms and be fitted up with all modern improvements, electric lights, baths, etc.

Jackson, Tenn.—Temple.—Bids will be wanted on a Masonic Temple. Address secretary the Masons.

Louisville, Ky.—Dwellings.—McDonald Bros. have prepared plans for a residence for Harry Weisinger, to have electric bells, etc.; cost \$7000. Same architects have prepared plans for a residence for A. M. Ruthledge, to have electric bells, etc.; cost \$6000.

Mobile, Ala.—Prison.—The city has let contract at \$28,000 to the Pauley Jail Building Co., of St. Louis, for a new jail.

New Orleans, La.—Dwellings.—Permits to Sam Henderson, Jr., & Co., to erect three two-story frame dwellings to cost \$800; to the same to erect a two-story dwelling to cost \$2700; to N. A. Puech to erect a two-story dwelling to cost \$47,800.

New Orleans, La.—Schools.—The city will erect three McDonogh public schools, plans having been prepared by City Engineer Brown; the structures will cost about \$25,000. Address directors of public schools.

Richmond, Va.—Hotel and Theatre.—Edgerton

RAILROAD CONSTRUCTION.

Railroads.

Anniston, Ala.—The Mobile & Birmingham.—The Mobile & Birmingham will be relaid for thirty-five miles with 60-pound steel rails, and intends buying enough for this purpose (about 3700 tons), also two standard gage freight engines and other rolling stock.*

Bristol, Tenn.—The Plant.—L. S. Bent and others, of Philadelphia, have bought the Bristol, Elizabethton & N. R. Carolina road, extending from Bristol to Elizabethton, Tenn., twenty-two miles. It is understood that the line is to be completed to Asheville, N. C., and that it may be operated by the Norfolk & Western. The proposed extension is sixty-seven miles long.

Charleston, S. C.—The Plant.—The Plant system has secured permission to build its lines along several streets of the city for use of its through trains between the North and South. This will avoid sending the trains around the city.

Charlotte Harbor, Fla.—Local parties are considering the building of six miles of line to connect the town with the Florida Southern line.

Chattanooga, Tenn.—It is reported that a contract for building the proposed incline cable road has been let to John T. Cross. Mrs. H. L. Whiteside is reported as interested.

Chattanooga, Tenn.—The company organized to build the proposed incline cable road is called the Incline & Lula Lake Railroad Co. It has been promised \$50,000 in subscriptions. About \$70,000 will be required to build the line. Cars will be put on to carry horses and vehicles as well as passengers. M. M. Henderson is promoting the enterprise.

Corinth, Miss.—The Seimer & Tennessee River Company has given up that project and become interested in building the proposed Greenville, Nashville & Chattanooga line from Corinth to Hamburg, on the Tennessee river, traversing Shiloh battlefield. Geo. H. Bunch, of Memphis, the manager, writes the MANUFACTURERS' RECORD that contracts will be let for building eighteen and a half miles of the road.

Fort Smith, Ark.—The Kansas City, Pittsburg & Gulf is preparing to build a branch from its main line into Fort Smith. Richard L. entry, at Kansas City, Mo., is in charge of the matter. Surveys are being made for it.

Fort White Fla.—Manager Pitts, of the Pittston Hard Rock Phosphate Co., confirms the report that the company intends building about twenty-five miles of line in a letter to the MANUFACTURERS' RECORD. Charles A. Goodyear, a Wisconsin capitalist, is president of the company. The company's address is Pittston.*

Gainesville, Texas.—It is announced that work is about to begin on the Hutchinson Southern road, surveyed from Gainesville to Hutchinson, Kans. The section between Gainesville and Guthrie, Okla., will be built first. J. T. Jackson is chief engineer.

Galveston, Texas.—

75 pound steel rails. S. M. Felton, at Cincinnati, is receiver.

Harrisonburg, Va.—Ground has been broken for the construction of the Chesapeake & Western road, which is to be built by the Old Dominion Construction Co., of New York.

Johnson City, Tenn.—It is reported that the Ohio River & Charleston Company is making surveys to complete its line between Marion, N. C., and Johnson City. Samuel Hunt, at Cincinnati, is president. Surveys are about to be made.

Mineola, Texas.—The Mineola & Pittsburgh Company has been organized with \$100,000 capital to build a road between the points named, a distance of thirty miles. B. F. Read is president; A. Patton, vice-president, and W. B. Teagarden, secretary. Surveys are about to be made.

Nashville, Tenn.—President Jere Baxter, of the Tennessee Central, announces that contracts are to be let at once for all bridge and masonry work for the line.

Natchez, Miss.—Prest. L. B. Hyde, of the New Orleans & Northwestern line, built from Natchez to Bastrop, La., is considering its extension from Bastrop to New Orleans. The extension would be 225 miles. Mr. Hyde is a Titusville, Pa., capitalist.

New Orleans, La.—The Southern Pacific is receiving large quantities of steel rails for the new double track which is being laid between New Iberia and Morgan City. This work is progressing rapidly, and by December 1 the management of the road hopes to have it completed.

New Orleans, La.—E. H. Farrar, representing the New Orleans & Western Company, states that surveys are about to be made for the entrance of the line into New Orleans. The route is for nine miles along the Mississippi river, crossing it at Avondale by a bridge. The western terminus is reported as Dallas, Texas. W. D. Wheelwright is also interested.

Norfolk, Va.—It is stated that the Atlantic & Danville Company has decided to build a branch road from Danville to Chase City, Va., for hauling granite from the quarries at that point.

Oliver Springs, Tenn.—Director A. B. Marshall, of Cleveland, Ohio, in a letter to the MANUFACTURERS' RECORD confirms the report that surveys are being made for twenty miles of railway to connect the Oliver Springs Company's coal beds with the Southern Railway system. T. S. Maxwell is manager.

Red Springs, N. C.—J. L. McMillan advises the MANUFACTURERS' RECORD that the Red Springs & Bowmore Railway Co. has begun to build its line from Bowmore into Richmond county. The extension is twenty miles long. It is a branch of the Cape Fear & Yadkin Valley road.

Shreveport, La.—The Shreveport & Texas Railway Co. will be formed to build the proposed extension of the Sherman, Shreveport & Southern division of the Missouri, Kansas & Texas system into the city. H. H. Youree, W. E. Hamilton and S. B. Hicks are members of the company.

Tallahassee, Fla.—President G. W. Saxton, of the Capital City Bank, and a promoter of the Western Peninsula road, advises the MANUFACTURERS' RECORD that this line is to extend along the west coast of the State from a point in Hillsborough county to the Georgia line; the distance is about 250 miles. John Flannery, president of the Southern Bank of Savannah, is also interested.

Texarkana, Ark.—Monroe & Lee, of Lawrence, Kans., write the MANUFACTURERS' RECORD that they have secured contracts for grading, bridging and mason work on seventy five miles of the Kansas City, Pittsburg & Gulf line and will sublet the work.

Titusville, Fla.—The Titusville, Canaveral & Peninsula Company, through Mr. Howell Titus, its president, advises the MANUFACTURERS' RECORD that it intends building a line about sixty miles long from Titusville, on the Jacksonville, St. Augustine & Indian River road, to Cape Canaveral on the coast, where it is proposed to make a harbor by building a pier.

Winston, N. C.—The Marienbad Springs Company writes the MANUFACTURERS' RECORD that its dummy line will be about five and a-half miles long. Surveys have been made along the route from Winston to the springs, and the company will soon begin work.

Electric Railways.

Austin, Texas.—The Dam Boulevard Railway Co. has secured permission to erect its poles and wires. It will secure power for operating dynamos from the Colorado river dam.

Baltimore, Md.—The City & Suburban Company, of which Nelson Perin is president, has made arrangements to rebuild its Catonsville line for electric motors. The distance is about seven miles. The road will be double track and laid with heavy steel rails.

Baton Rouge, La.—Local capitalists have bought the Citizens' electric road, and may extend it.

Columbus, Ga.—The Columbus Railway Co. has begun work on the Phoenix City line, which will be three miles long.

Dallas, Texas.—It is announced that the Dallas & Oak Cliff Company has completed arrangements to extend its road to Fort Worth. L. L. Marsalis is manager.

Hagerstown, Md.—It is reported that another company is being formed to build the electric street railroad. The mayor may be addressed.

Hillsboro, Texas.—R. J. Ware, H. W. Carter and others have incorporated the Hillsboro Street Railway Co.; capital \$15,000.

Little Rock, Ark.—W. S. McKain, P. W. Crawford and E. W. Kimball are interested in the Boulevard Street Railway Co. J. H. Healey, manager, writes that it will be about three and a half miles long and use the best equipment.

Louisville, Ky.—A company is being formed to build an electric road thirty-five miles long from Louisville to Fairfield, running through Jefferson county. John H. Ward, of Louisville, and D. McKinney, of Fairfield, are interested.

Meridian, Miss.—Mayor E. H. Dial advises the MANUFACTURERS' RECORD that the proposed electric street railroad will be five miles long, and that it is to be completed by October 1, 1896. The parties who propose building are S. H. Gehlman, of 207 Fifth street, Springfield, Ills., and L. B. Bradley, of Peoria, Ills.

Princess Anne, Md.—Thos. H. Bock advises the MANUFACTURERS' RECORD that the proposed electric line will be built by a company of non-residents. He is obtaining right of way for the line, which is from Princess Anne to Deal's Island.

Richmond, Va.—The Richmond Conduit Company, represented by Edmund Pendleton, has secured a franchise to build its electric line along Broad street. A steel bridge may also be constructed. L. H. Hyer, of Washington, is engineer.

Spartanburg, S. C.—George O. Tenney, Stewart Hotel, New York, advises the MANUFACTURERS' RECORD that he has a contract to build twelve miles of electric railroad in and around Spartanburg, and needs equipment, etc.*

Washington, D. C.—The Washington & Great Falls Electric Co. has secured permission to issue \$500,000 in bonds to build its road. The line is about six and a-half miles long, and the trolley system will be used. Stilson Hutchins is president. Address J. P. Clark, 1420 F street.

Machinery, Proposals and Supplies Wanted.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Boiler and Engine.—P. T. Haskell, 92 State street, Savannah, Ga., wants a twenty-five or thirty horse-power return-tubular boiler, with suitable engine.

Boiler and Engine.—R. W. Thomas & Co., Thomasville, N. C., want to buy sixty horse-power engine and seventy horse-power boiler.

Boiler and Engine.—Holcomb & Pratt, Calera, Ala., want prices on 100 horse-power boiler and seventy five horse power engine.

Bolt Cutter.—The Wilson Laundry Machinery Co., Columbia, Pa., wants a bolt cutter or bolt and pipe cutter combined.

Brass Furnace.—The Wilson Laundry Manufacturing Co., Columbia, Pa., wants a brass furnace.

Brick Machinery.—B. Nooe, Jr., Pittsboro, N. C., wants prices and catalogues of brick machines.

Bridge.—Sealed bids will be received by the board of county commissioners at Bronson, Fla., till July 1 for proposals to build a bridge across a channel on public road between "Number Four" and Cedar Key; specifications are on file; S. Quincy, chairman.

Bridge.—Bids will be opened by the commissioners' court of Harris county, Texas, on June 20 for the construction of an iron bridge over Buffalo bayou. By order of the commissioners' court of Harris county. Address John G. Tod, county judge, Houston, Texas.

Bridges.—The Aberdeen & West End Railroad Co., Aberdeen, N. C., wants bids on iron bridges.

Bridges.—The Tennessee Central Railroad is about to contract for bridges and trestles, etc. Address Col. Jere Baxter, Nashville, Tenn.

Building Materials.—The Youngsville Tobacco Warehouse Co., Youngsville, N. C., will want bolts for fixing self-supporting roof.

Coffee-roasting Machinery.—W. S. Francis, Louisville, Ky., wants machinery for coffee-roasting.

Cotton Mill.—L. Banks Holt, Graham, N. C., will purchase machinery for 800-spindle mill.

Cotton mill Machinery.—The Elm Grove Cotton Mills, Lincolnton, N. C., is in the market for 2000 spinning spindles, one 100 spindle spooler and one 120-spindle speeder.

Derrick.—Wanted, second hand derrick crab; double drum preferred. Address J. H. C. Watts, Belair, Md.

Drying Plant.—Wm. T. Gregory, Box 33, Rocky Mount, N. C., may want steam apparatus for drying tobacco.

Electrical Railways.—J. H. Healey, Little Rock, Ark., wants to correspond with electric-railway contractors after June 15.

Electric-light Machinery.—F. C. Goodwin, Reynolds, Ga., wants incandescent dynamos.

Engine.—Wanted, a small steam engine, one-eighth to one-half horse-power, suitable for driving three fans. Address 3004 M street N. W., Washington, D. C.

Feed Mill.—Bear Bros., Humboldt, Tenn., want corn-shellers, feed-cutters, etc.

Feed Mill.—R. W. Thomas & Co., Thomasville, N. C., want a second-hand under-runner feed mill, thirty inches, in good condition.

Floor Mill.—S. W. Tyree & Co., Bakersfield, Mo., want to contract for a 25 barrel mill.

Grinder.—The Wilson Laundry Machinery Co., Columbia, Pa., wants a twist-drill grinder.

Handles.—The Tampa Lumber Co., Tampa, Fla., wants cant hook handles.

Handle Machinery.—S. T. Early, Dillsboro, N. C., wants lathe for turning handles and spokes.

Hoisting Machinery.—Wanted, hoisting and elevating machinery for coal and freight from barges to cars. Address M. H. Cump, secretary Commercial Club, Bowling Green, Ky.

Ice Machine.—J. T. Miller, superintendent, Goldsboro, N. C., wants to buy an ice machine of one-half or one ton daily capacity.

Knife Grinder.—The Union Oil & Manufacturing Co., Union, S. C., wants price on huller knife grinder.

Laundry Machinery.—Laundry machinery wanted for Deaf Mute Institute, Little Rock, Ark. Address Frank W. Gibb.

Oil Mill.—T. L. Humphrey, Cullman, Ala., wants a 20-ton cottonseed-oil mill complete.

Mining Machinery.—A second-hand steam hoist, pump and boiler for use at shaft, boiler and engine for mine will be wanted by F. J. Rothpletz, Buford, Ga.

Pipe.—R. B. Greerer, Chilhowie, Va., will buy 250 feet two-inch iron pipe; good second hand will do; quote very low price.

Railway Equipment.—Geo. O. Tenney, Stewart House, New York city, will buy all electric equipment, rails, etc., for railway in South Carolina.

Railway Equipment.—The Marienbad Springs Railroad Co. wants a dummy engine, about 4400 pounds on driver; summer coach, fifty to sixty passengers; closed coach, forty passenger seats in steam-railroad style; a light flat car and five and a-half miles of 40 pound steel T rails, with spikes, splice-joints and bolts, all complete. Address T. B. Crawford, Winston, N. C.

Refrigerating Machinery.—The Elgin Butter Co., E. B. Van Deman, secretary, Jacksonville, Fla., wants to correspond with parties having new or second-hand refrigerating machinery for cooling-rooms; also wants to purchase 10, 30, 40 and 60-pound butter tubs for repacking bulk butter.

Rolling Stock, etc.—J. H. Healey, Little Rock, Ark., wants to correspond with manufacturers of electric-railway rolling stock after June 15.

Roofing.—H. J. Monger & Co., North River, Va., want roofing for mill

Saw Mill.—P. T. Haskell, 92 State street, Savannah, Ga., wants a saw-mill outfit, 35-foot carriage.

Saw Mill.—Deans, Pearson & Co., Goldsboro, N. C., want saw-mill machinery.

Sheet Iron, etc.—J. S. Timberlake, Youngsville, N. C., wants to buy sheet iron, etc.

Spice Mill.—W. S. Francis, Louisville, Ky., wants machinery for manufacturing spices.

Stave Mill.—H. J. Monger & Co., North River, Va., want machinery for stave mill, including belting, saws, shafting, pulleys, etc.

Steamboat.—H. L. Roan, Fort Myers, Fla., wishes to purchase a fast light-draft passenger and freight steamer, or will receive proposals for a steamboat 100 feet long, 21-foot beam, to draw three feet of water and maintain a speed of fourteen miles per hour.

Steam Motors.—H. Stevens' Sons Co., Macon, Ga., wants prices and description of steam motors suitable for running three or four fans in office.

Telephone Lines.—The Bethel, Laurel & Sharpstown Telephone Co. is ready for bids on the construction of its telephone lines, about ten miles long. Address J. M. C. Moore, secretary, of Bethel, Del.

Telephone System.—W. L. Shepherd, manager,

Charles Town, W. Va., wants to contract for a telephone with two terminals.

Tobacco Machinery.—The Youngsville Tobacco Warehouse Co., Youngsville, N. C., will want machinery for prizing tobacco.

Tubs.—See refrigerating machinery.

Typewriter Works.—The Fisher Typewriter Co., Athens, Tenn., wants about \$15,000 worth of machinery for typewriter works.

Washing Plant.—The Wise County Coke Co., Coeburn, Va., wants a washer to wash 400 to 500 tons of slack coal daily.

Water Works.—Sealed proposals in triplicate will be received until 4 o'clock June 17, and then opened, for constructing boiler-house, pumping machinery and connections, sinking and piping wells, laying water mains, erecting steel tank and trestle for new military post near Little Rock, Ark.; full information furnished on application to C. B. Thompson, A. Q. M.

Water Works.—The city of Demopolis, Ala., is about to award contracts for its water system. Address the mayor.

Woodworking Machinery.—P. T. Haskell, 92 State street, Savannah, Ga., wants veneering, crate and basket machinery.

Woodworking Machinery.—Deans, Pearson & Co., Goldsboro, N. C., want hoop and barrel machinery.

Woodworking Machinery.—Woodworking machinery wanted for Deaf Mute Institute at Little Rock, Ark. Address Frank W. Gibb.

TRADE NOTES.

THE Dow Wire Works Co., of Louisville, Ky., has received an order from the Gail & Ax Tobacco Co., of Baltimore, for one Kirker Bender patent fire-escape.

CONTRACT for building the new \$40,000 Catholic church and two \$6000 dwellings at Charleston, W. Va., has been awarded to the A. F. Withrow Lumber Co., of Clifton Forge, Va.

MR. JAMES N. WHITMAN, constructing rolling-mill engineer, who has recently remodeled and operated the sheet-bar department of the Bellaire Nail Works at Bellaire, Ohio, has resigned his position with that company.

THE keroseen-oil injector made by the Sims Co., Limited, of Erie, Pa., is meeting with great success. Oil fed by this device cleans the boilers, and owners are very willing to use it. Sales are increasing steadily.

THE Sutherland Manufacturing Co., of Augusta, Ga., has lately purchased cotton mill machinery from C. E. Riley & Co., of Boston, and a cone winder (100 drums) from the Foster Machine Co., of Westfield, Mass.

MESSRS. BLISS, FABYAN & CO., have placed a large order for revolving flat cards and drawing frames with the Pettee Machine Works, Newton Upper Falls, Mass., for their mills at West Warren, Mass., and at Thorndike, Mass.

AUG. WOLF & CO., of Chambersburg, Pa., have secured contracts for building a 30-barrel flour mill at Marion, Va.; a 30-barrel mill at Deep Valley, Va.; a 25 barrel mill at Franklin, W. Va.; 30-barrel mill at Cambridge, Md., and 20 barrel mill at Mechanicsville, Ohio.

STREET-RAILWAY investors should investigate Vicksburg, Miss., which is now advertising for street lighting. The mayor claims that a fine opportunity is offered for the combination of an electric light plant for lighting and operating railway. W. L. Trowbridge is the mayor.

THE Pittsburg Mineral Screen Co., of Pittsburg, Pa., has been organized with W. J. Prentiss, president; Geo. W. Hackett, secretary treasurer, and W. J. Prentiss, purchasing agent. The company will introduce in the market a screen patented and designed by P. F. Poorbaugh.

THE firm of R. W. Hildreth & Co., of No. 50 Broadway, New York city, civil and inspecting engineers, will be continued in the future by R. W. Hildreth and Alfred Liebmann, Percy S. Hildreth having retired on May 31. Existing engagements will be executed in accordance with agreement.

THE Maryland Steel Co., of Sparrow's Point, Md., is now constructing a large extension to the foundry of the Wards-Campbell Co., of Newark, N. J. It was designed by the Maryland Steel Co. and is to be of iron construction and supplied with traveling and gib cranes, and especially fitted for making heavy castings for Corliss engine work.

THE Prentiss Tool & Supply Co., with principal headquarters at 115 Liberty street, New York city, has recently removed its Chicago branch from No. 59 to 62 and 64 South Canal street. The new quarters are finely located and equipped with every essential for the convenient and efficient handling of the large business done by the Prentiss Company at this point. The showroom

and offices occupy a floor space of 40x140 feet, and a complete line of new and second-hand machinery of the latest and most improved design will be carried at all times. Those visiting it will find the new Chicago branch of the Prentiss Tool & Supply Co. to be among the finest machinery stores in the West.

A NUMBER of orders are already filed with the McGahey Bros.' Foundry and Machine Works, of Elkton, Va., for the new style engine patented by Mr. C. R. McGahey. The company also manufactures an ironclad dynamo, and claims that all its machinery is of the latest and best types. A catalogue is now in preparation to show the peculiar merits and efficiency of these goods.

THE United States Projectile Co., of Brooklyn, N. Y., reports a steady increase in its trade, and there is no better proof of this statement than the fact that it has been putting additional machinery in its plant. The company has just placed orders with the Lodge & Davis Machine Tool Co., of Cincinnati, Ohio, for three of the latter's heavy 24 inch Standard engine lathes.

THE Board of Education, Waycross, Ga., has contracted with the Peck-Smead Company, of Cincinnati, Ohio, for a complete system of heating, ventilation and sanitary closets in the handsome new high school building. Waycross is ambitious to have the best system for its schools which is known, believing that none is too good where the health of children is dependent on it.

NOTIFICATION is given that the partnership between George H. Scranton and Frank T. Lee, both of New Haven, Conn., doing business as Scranton & Co., has been dissolved, the interest therein of Mr. Lee having been transferred to Mr. Scranton, who will pay all debts and to whom all accounts are payable. The business will be continued under the name of Scranton & Co.

THE recent severe winter has demonstrated to the people in the South the need of improved systems of heating for their residences as well as public buildings. The Peck-Smead Company, of Cincinnati, Ohio, has made this work a specialty, and among recent contracts which it has closed are for heating the residences of Mr. C. C. Williams, Meridian, Miss.; J. B. Hobson, New Orleans, La.; Judge W. S. Banks, Temple, Texas.

THE Chattanooga Paint Co., of Chattanooga, Tenn., is manufacturing a superior grade of red oxide of iron paint, which has met with general favor, and is being extensively used for tin, iron and shingle roofs, railroad cars, bridges, barns, fences and outbuildings; in fact, wherever protection from the weather is desired. It has also been introduced into many of the largest carriage and wagon-manufacturing concerns in the United States. A sample with prices will be sent on application.

ALEXANDER CITY, situated in Tallapoosa county, Ala., is full of enterprise and push. It has put thousands of circular letters, advertising its inducements for the investment of capital, either in farming lands or industrial enterprises, in the hands of parties who will see that they are well distributed among the capitalists of the United States. And those who are looking for good homes in or near a first-class little town will do well to see Alexander City before locating elsewhere. For particulars write to S. T. Pearson, secretary of Industrial Club.

MESSRS. AUG. WOLF & Co., Chambersburg, Pa., have been awarded contract for building S. S. Meyers, Mercersburg, Pa., a 40 barrel roller-system flour mill; also contracted, through their Kansas City (Mo.) office, for building the G. H. Dulle Milling Co., Jefferson City, Mo., a 400 barrel flour mill; with Miller & Lapham, of Madison, Ohio, for building their 35 to 40-barrel mill, through their general Southern agent, Charles Beatley; with W. P. Sykes, Cleveland, Tenn., for his 30-barrel flouring mill, and have been awarded contract for building Henderson Supplee & Son, of Gulf Mills, Pa., a 125-barrel flouring mill.

DYNAMO and motor-users might find the following letter of interest:

GALESBURG, ILL., February 23.
General Electric Co., Schenectady, N. Y.

Gentlemen—In answer to yours of the 22d, inquiring as regards our monocyclic system, would say they run nearer perfection than any dynamos and motors we have had in the past ten years. The current is on continually, and the dynamos and motors both run cool and practically without attention. It is now two months since installing, and there has not been a single fault.

GALESBURG GAS & ELECTRIC LIGHT CO.,
(Signed) J. K. MITCHELL, Secy.

"HAVE just shipped 110 feet of 30-inch double leather belt to a silver mine in Mexico" is what Chas. A. Schieren & Co., of New York, report. They have also sold a complete equipment of belts to the electric-light plants at Monterey, Guanajato, Guadalajara and City of Mexico. The demand for the firm's goods is increasing both at home and abroad, and they have at this time six weeks' orders ahead. They have re-

cently opened an agency with C. S. Burt Company, 732 and 734 Union street, New Orleans, La., who will carry a large stock of the best grades of belting and will have a belt repair shop and an expert beltmaker connected with its establishment.

THE Callahan & Lewis Manufacturing Co., Limited, of Patterson, La., reports shipments of cypress water-tanks, doors, sash, blinds, molding, and cypress, rough and dressed, for the month of May as the biggest on record since the beginning of their business in 1880. Honest goods, moderate prices, prompt service, careful attention and liberal management will count in the long run. This company, which was organized in 1880 and incorporated in 1888, claims to be one of the largest and most influential of its kind in the country, that wherever cypress water-tanks are sold their goods will be found, and that they are the standard goods throughout the country, and thousands of dealers in ordering goods from other factories frequently state that prices and grades must be as good as the C. & L. Co.'s goods. Mr. H. Fenton Lewis is president and general manager of this concern.

THE chairman of the lighting committee in a prosperous Illinois city drifted into the office of the Standard Electric Co., of Chicago, the other day for a social chat, and during the conversation incidentally mentioned the very satisfactory performance of the city's street lighting plant purchased in 1892 of the Standard Company. The committee was authorized to buy a 100-light plant, but sufficient funds not having been appropriated to enable them to construct as complete a system of street circuits as desired, they concluded to buy only one 50-light arc dynamo and fifty lamps. For six months this plant was operated by the usual ordinary, low-price employees, but the results attained were of such a satisfactory character that a second 50 light Standard arc dynamo and fifty lamps were purchased, since which date that city has operated 100 lamps at a net cost, including every item chargeable to the lighting fund, of less than \$4 per annum.

THE F. D. Cummer & Son Co., of Cleveland, Ohio, on June 1 received from its London agents, Messrs. Chas. Erith & Co., the following cablegram: "Cummer, Cleveland. Heather brick-drying system big success." This telegram refers to the success made at the works of the Heather Brick & Tile Co., Heather, Leicestershire, England, with an eight-tunnel Cummer direct-heat brick-drying system. Soft coal is used for fuel, and the entire products of combustion applied direct to the tunnels, and with a perfect combustion furnace in connection with a Cummer mechanical stoker, it is claimed no smoke whatever is made. The Cummer Company also reports a great success with its brick drier put in at the works of the Ironton Fire Brick Co., Ironton, Ohio. This is a four-tunnel system, soft coal being used for fuel. All brick and tile manufacturers interested in drying should write to this wide-awake Cleveland concern and inquire about its direct-heat tunnel driers.

HAVING arranged with Messrs. H. K. Porter & Co., builders of light locomotives, Pittsburgh, Pa., to represent them at New York city, Mr. Ernest S. Cronise is prepared to furnish intending purchasers with full information in the way of catalogues, blueprints, specifications, prices, etc., and will take great pleasure in answering such inquiries as may be transmitted. The specialty of this well-known firm is the manufacture of light locomotives in every variety of size and style, and for any practicable gauge of track. All work is claimed to be done from standard gages and templates, and duplicate parts of standard designs are carried in stock, enabling repair parts to be shipped immediately upon receipt of order. In addition to steam locomotives, a complete line of compressed-air motors is manufactured, and arrangements are now being made to place upon the market electric motors possessing valuable original features. Mr. Cronise has his office at 37 Broad street.

THE practicability of towing large vessels at sea by a steel-wire hawser in place of the old manilla rope is claimed to have been fully demonstrated by the Shaw & Spiegler steam towing machine, manufactured by the American Ship Windlass Co., of Providence, R. I. The receivers of the Philadelphia & Reading Railroad, after careful inquiry into the best mode of towing a number of sea barges by their powerful steam collier Lebanon, concluded to introduce the Shaw & Spiegler machine. The steamer has made three trips since the introduction of this machine and has developed complete satisfaction; or, in the words of Mr. V. Ellis, shore engineer of the Philadelphia & Reading Transportation Line, in his report to Mr. Manton, "the machine will do everything but talk." The steamer Lebanon with this new apparatus is able to tow three barges, each of 1500 tons capacity, making a total delivery by the fleet, including the Lebanon's cargo, of 6300 tons. By use of the steel hawser instead of the manilla one formerly used, the maker claims the economies are sufficiently great

to pay for the machine in two years, while all danger of the parting of the hawser and loss of barges is avoided, and there also is no possibility of fouling with the propeller.

THE partnership of the well-known concern of Messrs. Curtis & Marble, manufacturers of textile machinery, Worcester, Mass., has been dissolved by mutual consent, and Mr. Edwin T. Marble will continue the business under the name of the Curtis & Marble Machine Co. The Charlotte Machine Co., of Charlotte, N. C., is to continue to act as their Southern agents, as has been the case for some time past. Associated with Mr. Marble in the conduct of the business are his four sons, Edwin H., William E., Chas. H. and Albert C., all of whom have been connected with different departments under the old firm. The manufacture of wool-burring and cloth finishing machinery will be continued by the new company, and a full line of machinery will be manufactured for the opening, mixing and burring of wool, and for shearing and finishing all kinds of cotton, woolen, worsted and plush goods, carpets, rugs, etc. Every effort will be made to maintain and improve the already well established reputation of their machinery.

THE Goulds Manufacturing Co., of Seneca Falls, N. Y., reports recent sales of its triplex-power pumps to the following: Freydenburg Falls Paper Co., Plattsburgh, N. Y., one 12x12-inch Fig. 920 pressure pump to be used with grinders; Jay Paper Co., Jay, Me., one 7x8 inch Fig. 969 stuff pump to be used for pumping stuff; Lewiston Foundry & Machine Co., Lewiston, Pa., two 11/4x2-inch Fig. 1009 triplex-power pumps for boiler feeding; Tide Water Oil Co., Bayonne, N. J., three 4x6-inch Fig. 924 triplex-power pumps, two of these to be used for pumping oil and one for pumping water; one 17/8x8-inch and one 21/2x6-inch Fig. 999, which are to be used for pumping ammonia; Standard Oil Co., of New York, Olean, N. Y., refinery, two 8x12 inch Fig. 957 triplex-power pumps for water supply; P. H. Potter, Springfield, Mass., one 4x6-inch Fig. 924 triplex-power pump for boiler feeding; Worcester Engineering Co., Worcester, Mass., one 12x12-inch Fig. 920 triplex-power pump for waterworks system at Millbury, Mass.

THE Gedge Bros.' Iron Roofing Co., of Anderson, Ind., announces to its friends and the trade in general that it has changed the name of the company heretofore known as the Porter Iron Roofing Co., adopting instead the name Gedge Bros.' Iron Roofing Co. This change is due partly to the fact of Mr. Porter being no longer connected with the company in any manner, and partly to other reasons. The management of the company will continue as heretofore, there being no change of any kind except as to name. Having increased facilities for manufacturing all kinds of iron, steel and galvanized-iron roofing and corrugated iron, and carrying a heavy stock at all times, the company promises even better attention than heretofore. It is also prepared to furnish steel pressed-brick and steel rock-faced stone sidings, galvanized iron or steel (in sheets) and galvanized-iron eave-troughs, guttering and down spouting in any quantities. Special attention is called to the Gedge brand, and all material of this brand is guaranteed to be the best that can be made.

NEARLY half a century ago, or, to be exact, in 1850, Mr. J. S. Schofield, of Macon, Ga., established a small ironworking plant, employing half dozen laborers. For forty years Mr. Schofield continued to expand his business, which for a long time has been known as Schofield's Iron Works. This is one of the largest plants of its character in the South. After the death of Mr. Schofield, in 1891, his sons, A. D., J. S. and H. A. Schofield, succeeded to the business. The character of the work, which has always been maintained at the highest standard, has given a well-deserved reputation to this establishment. The variety and amount turned out can best be appreciated when it is known that its trade extends from North Carolina to Arkansas and Texas, and includes steam engines, stationary engines, shafting, hangers, pulleys, mill spindles, couplings, water-wheels, upright boilers, locomotive boilers, cotton presses of all descriptions for hand or steam-power, etc. Recently this company has put on the market an anti-frictionless metal known as Schofield's "Maconite," intended for saw mills, planing mills, cotton mills and all machine shop work, as well as for railroad and steamboat purposes.

THE Buffalo Forge Co., of Buffalo, N. Y., finds, upon checking up the number of engines built for the first quarter of 1895, that it exceeds 100. This concern has been unusually busy in the engine department, and, in fact, have been running full time, and in special departments have had to run overtime to keep apace with orders. This plant produces several types of engines. Included in these are single upright and single horizontal for direct attaching to fans for heating work; double upright and double horizontal engines for direct attaching to fans for forced draught and other duty where a continuous run without cessation is required; direct connected double engines, each of ample capacity to drive the fans independently;

single upright automatic enclosed engines; double upright automatic enclosed engines, especially adapted for dynamos or shipboard; centre-crank automatic horizontal engines for direct coupling to dynamos and for other power purposes. The electric-lighting engines are a more recent departure, but the company is now building a great many of them and finds trade constantly increasing. A very handsome catalogue describing the construction of the various types of Buffalo engines is now in preparation.

THE Nowotny Electric Co., of Cincinnati, Ohio, is making a specialty of manufacturing small size dynamos and motors, viz., 25, 50, 75 and 100 light dynamos, one, two, three, four, five, seven and a half and ten horse power motors in any voltage. The company claims its machines are economical, efficient and of excellent construction both electrically and mechanically, and they are known as the iron clad type. They are absolutely automatic in their operation without the presence of any external magnetism, supplied with ball bearing, self-aligning and self-oiling. The armature is of the drum type, with thoroughly laminated core, made up of disks of the best charcoal iron and paper well insulated. The commutator is made up of forty eight segments of tempered copper insulated with mica. The brushes are composed of carbon and copper-wire gauze. These machines are reversible without changing the position of the brushes. They are strong, compact and durable, and noted for their absence of sparking and heating, and, owing to their peculiar design, the manufacturer claims to be enabled to build strictly high-grade machines at extremely low prices. This company also makes a specialty of electrical repairs, having had six years' experience in this kind of business.

AN important factor in promoting the industrial growth and prosperity of Wrightsville, Pa., is the flourishing enterprise conducted by the Wrightsville Hardware Co. This industry was inaugurated in 1880 by the present company, and has been attended by signal success until its operations have attained very large proportions. The plant, which is located directly on the line of the Pennsylvania Railroad, includes foundries, machine shops, warehouses, etc., all of which are equipped with the latest-improved machinery and appliances and every modern facility requisite for the successful prosecution of the business, and seventy skilled operatives are employed in the different departments. There are six different departments—that for the casting of the fractional parts of hardware, the cleaning and polishing departments, that for bronzing, the grinding, boring section, the machine shop and packing-house, and the line of manufacture embraces iron toys, hardware specialties, cabinet, building and staple hardware of every description, and small gray-iron castings are made to order. Every effort is made to keep up to the highest standard of excellence the product, which is said to be in heavy demand, and shipped in large quantities to San Francisco, Chicago, St. Louis, Cincinnati, Pittsburg, New York, Philadelphia, Boston, Baltimore and all the principal cities of the South. Orders of any magnitude receive immediate attention and endeavors are made to carefully and satisfactorily fill with dispatch upon the most favorable terms. The officers of the company are Frank J. Magee, president; H. McElroy, treasurer and manager.

TRADE LITERATURE.

CATALOGUE No. 29 of Messrs. Chas. P. Willard & Co., of Chicago, Ill., contains an illustrated list of marine boilers and engines and steam launches made by the firm. This company makes launches and yachts of all kinds, and can ship to any part of the country by rail or water with perfect safety.

A NEW catalogue and price-list of economic safety hoists of various kinds has been issued by Messrs. Speidel & Rooper, of Reading, Pa. This firm manufactures their own goods, and makes it a special point to give satisfaction by prompt attention to orders and furnishing the best possible apparatus. Their catalogue should be in the hands of every user of hoists, tramways, traveling cranes, etc.

A LITTLE pamphlet, "The Trotter or Runner," gives an illustrated list of special articles of genuine metal made and sold by Messrs. Floyd & Foster, of Detroit, Mich. The firm makes a number of devices that are said to be in daily use by most of the ablest trainers and drivers of horses, and have been on the market for over five years. The increasing demand for these goods prompts the firm to state that this demand is as good a testimonial as can be offered for their effective and satisfactory results.

THE highest economy, silence and greatest durability form the chief points of excellence which constitute the peculiar merits of the Willans central-valve engines, are the claims made by the M. C. Bullock Manufacturing Co., of Chicago, Ill., in the third edition of catalogue No. 27. This catalogue will prove interesting to users of engines, containing as it

does many facts relative to the merits of the Willans central-valve engine. It is also well illustrated, and gives a partial list of consulting engineers of well known European electric plants who endorse and have adopted this engine. The M. C. Bullock Manufacturing Co. is the sole American manufacturer of the Willans engine under the patents of Willans & Robinson, of Surrey, England.

The logging cars made by the Union Iron Works Co., of Selma, Ala., are said to be of the latest and most improved patterns, suited to give satisfaction to all millmen. A new catalogue recently issued by the company gives illustrated descriptions of the company's cars, besides kiln-car trucks and other saw mill goods which it manufactures. The logging cars are adjustable to suit different lengths of logs, and the company states that all its goods are all made from the best possible material, and endeavors made to insure satisfaction on all sales.

The various uses of the vacuum system for steam circulation has had general recognition for years, many of the largest manufacturers of the United States endorsing it. Messrs. Warren Webster & Co., of Camden, N. J., have just issued a pamphlet on their vacuum system of steam heating, explaining their system completely. With their vacuum system it is claimed that the apparatus insures perfect circulation through the heating coils and obviates such annoyances as repairs to pipes, tanks, and in fact fulfilling all the essential requirements for the economical use of either exhaust or live steam.

THE Servis tie plates, cattle guards, metal sawing machines, car doors, car ventilators, brake adjusters and other railway specialties made by the Q & C. Co., of Chicago, Ill., are well illustrated and tersely described in a catalogue recently issued. Many commendatory letters relating to the company's goods are also reproduced. The company states that its facilities are such that it can produce machines adapted to special work on short notice, and pleasure will be taken in submitting estimates. Besides, the company produces all kinds of cold metal sawing machines for steam and street railways, bridge builders, rolling mills, etc.

"To obtain the highest evaporative duty from a given tube surface in a water-tube boiler, it is necessary that the contents of the tube should consist of, as far as possible, water only, and to attain this result the steam generated in the tube must have the freest possible egress from the tubes, and must also be carried from them by an energetic circulation of water in a constant direction," Mr. L. M. Moyes, of Philadelphia, Pa., manufacturer of the Combine safety water tube, presents the above as an introduction to his pamphlet, in which he makes known the merits of his boiler. A complete description of his Combine boiler is given, together with a few comparisons from publications of other manufacturers of similar machinery.

A PAMPHLET entitled "Practical Information About Injectors" has been issued by the Hayden & Derby Manufacturing Co., of 111 Liberty street, New York. This book consists of a few plain facts, which are of interest to all steam users. It contains a good deal of information never before published, the company states, regarding injectors, showing the range of the two different types of injectors under the various conditions of steam pressure on the various lifts, and with different temperatures of feed water; also gives detailed capacities of the various sizes, and contains many valuable "pointers" on the care of injectors, how to connect them and how to remedy the cause of their not working. Every engineer who will send his address will receive a copy of this pamphlet.

"If You Use Steam, We Can Save You Money," is the title of a small pamphlet issued by the Wei-Fu Go Co., of Cincinnati, Ohio. It is a descriptive circular of the company's process of purifying water for boiler purposes. This is especially adapted for manufacturing plants where the water is hard, and where more or less trouble arises from the formation of scale upon the tubes and plates of the heaters and boilers. Nothing is done in this circular but to give a description of the process and argue its advantages, a concise description of what is attempted, a table of the loss of fuel due to various thicknesses of scale, and the argument for the saving due to this process. It is claimed for it, it is that it will do what a heater never can be made to do, that is, remove the impurities before they go into the boiler.

THE objects, action and application of the Mosher steam separator are completely described in a pamphlet lately issued. In presenting this pamphlet the author desires to emphasize the importance of employing only dry steam in order to obtain the highest efficiency and greatest economy, as well as for the safety of the engine and its connections; to give a better understanding of the action and principles involved in the complete extraction of all water, oil or other matter having a greater specific gravity than that of the steam or other gasses being used, with which they may be contaminated, and to

incidentally show how the Mosher separator may become an important factor in securing these results. For a copy of the pamphlet write to Charles D. Mosher, No. 1 Broadway, New York city.

THE new plant of the Cincinnati Corrugating Co. at Piqua, Ohio, is now in successful operation, and it is claimed to enjoy facilities unequalled in this line of business. The company's catalogue presents in an intelligent and precise manner the merits of the roofing, siding, arches, iron and steel sheets, and kindred goods produced. In the new location the company states it has the most modern rolling mills operated by natural gas; the most improved process of annealing, forming and painting iron and steel sheets; machinery for grinding and mixing paints; ample buildings and grounds, together with unusually good railroad connections for obtaining the lowest freight rates and quick shipments; side-tracks running into the factory connect direct with all roads, thus affording excellent shipping facilities.

A NEW sectional catalogue No. 85 has just been issued on the application of the Sturtevant fans for mechanical draft. This catalogue has twenty pages, and is issued preliminary to a general treatise on the subject, and contains cuts and descriptive matter of the special fans built by the B. F. Sturtevant Co., of Boston, Mass., for this work, together with several illustrations showing the application for different styles of boilers for both forced and induced draft; it also has the names of a great many well-known concerns in this country and abroad who are using mechanical draft in one form or another.

The B. F. Sturtevant Co., with offices at Boston, New York, Philadelphia, Chicago and London, solicits enquiries for this class of work, and will be very much pleased to furnish plans and estimates for the installation of mechanical draft plants complete in every detail.

"We do not intend to worry you with any history of iron or steel in its application to building purposes, but we simply want to thank you for your generous support during the brief interval we have been before you. The development of our business has been so satisfactory that we feel justified in assuming that this success could not have been attained without great merit in our goods and exceeding promptness in the execution of every detail. We have spent liberally to make our plants at Chicago, Ill., and Niles, Ohio, very complete in order to meet the trade at every point, and now feel a just pride in our very successful efforts in this direction. We now solicit a continuance of your support, assuring you that our best efforts will be used in the protection of those interests intrusted to our care." Such is the notice to the trade in the '95 catalogue of the Columbia Corrugating Manufacturing Co., of Chicago, Ill., manufacturers of corrugated iron, painted or galvanized, for roofings, sidings and ceilings.

To Develop Texas.

The scheme to aid the development of Texas by forming an organization was discussed by a convention of delegates from Texas cities, recently held at Dallas, under the auspices of the Commercial Club of that city. The best modes of advertising the State's resources and of increasing its business and manufacturing enterprises were discussed, and an association formed to be known as the Texas Immigration and Industrial Association with the following officers: J. W. Riggins, of Waco, president; Frank P. Holland, of Dallas, first vice-president; O. W. Crawford, of Velasco, second vice-president; J. C. Goggins, of Ennis, third vice-president; D. C. Imboden, of Waco, secretary; T. J. Hawkins, of Dallas, treasurer. Executive committee, J. G. Hunter, of Dallas; R. M. Johnston, of Houston; Phillip Sanger, of Dallas; B. B. Paddock, of Fort Worth; M. Lasker, of Galveston.

Developing Texas City.

Messrs. Inman & Co., of Houston, Texas, large shippers of cotton, who are preparing to build extensive wharves at the new port, Texas City, write the MANUFACTURERS' RECORD as follows:

"We have purchased a piece of ground 550 feet on the water-front by 1000 feet in depth, with privilege of running a pier out into the water 800 feet additional, which will give us a piece of ground 500x1800 feet in Texas City. It is our present idea to begin at once to construct piers and build a shell-yard to concentrate compressed cotton. Later we will, no doubt, put up sheds and warehouses. We think

well of Texas City, and if they succeed in digging the channel that they are now constructing, we see no reason why it should not be an excellent port for the shipment of cotton or other merchandise. We find there high bluffs, sufficient room for terminal facilities and everything favorable for a concentrating point for our style of business. We do not expect the Texas City Company to have its channel completed to deep water in time for the beginning of next season's business, but we can lighter our cotton out on barges to vessels in the streams which will answer every purpose.

"The large dredge that is now digging a channel from Bolivar Roads to Texas City is within 5000 feet of the water-front of Texas City, and should reach there within six weeks. The dredge will then have to go over the channel again and deepen it some two feet additional."

AN established and well-known concern of New England, manufacturers of high-grade steam appliances, such as pump governors, steam traps, valves, damper regulators, etc., contemplate the establishment of several agencies in the South. Arrangements can be made by several first-class and reputable houses whereby exclusive control of Southern territory can be secured. Address for full details, etc., "L," care of MANUFACTURERS' RECORD.

THE *Southern States* magazine is read by thousands of farmers, fruit-growers, stock-raisers and business men in all the North, West and Northwest, who are looking to the South as a future home and are trying to inform themselves as to the relative advantages of different parts of the South. If you have farm, garden or orchard property for sale the *Southern States* will put you into communication with buyers. Send for sample copy and rates. Manufacturers' Record Publishing Co., Baltimore, Md.; Wm. H. Edmonds, editor and manager.

Friday and Saturday Excursion to Seashore via Pennsylvania Railroad.

Commencing Friday, June 14, and Saturday, June 15, and continuing each Friday and Saturday until August 31 inclusive, the Pennsylvania Railroad will sell from Baltimore excursion tickets to Atlantic City, Cape May and Sea Isle City for trains leaving Union Station 10:55 A. M. and 12:05 noon, at the remarkable low rate of \$4 for the round trip, including transfer of passengers through Philadelphia in each direction. Tickets good for return passage until following Tuesday inclusive. †

NORTHERN people visiting the summer resorts of the New England seacoast for the first time should make a detour from the traveled routes from New York to Boston, and pass over the Hudson-river territory to Albany and Troy, and thence to Boston over the celebrated "Hoosac Tunnel Route" of the Fitchburg Railroad. It is a few miles away from the direct route, but miles that are so filled with enjoyment that they pass only too quickly and are remembered for all time. From Troy to Boston can be seen the most magnificent mountain scenery to be found in all New England. For miles the road winds in and out along the Deerfield river, a beautiful stream, and one replete with historic interest. On both sides the mountains stretch away as far as the eye can reach. The train service of the Fitchburg Railroad is first-class in every way, parlor and buffet cars on express trains giving tourists every comfort found in other first-class railroads.

An Attractive Southern Property.

The advertiser has for sale one of the most attractive properties in the South. It comprises 1300 acres, 450 being in cultivation and 700 in virgin pine forest. It has exceptionally good railroad facilities. The land will produce large crops of corn, cotton, tobacco and all ordinary crops, and is particularly well-suited to trucking and fruit-growing. In the centre of the property there is a beautiful clear lake covering 150 acres, which abounds in fish and is a favorite haunt of ducks and other waterfowl. It is admirably adapted to boating, bathing, etc. The land surrounding the lake is entirely free from swamp and marsh, and affords beautiful sites for residences. The forest and fields abound in all kinds of game. As a hunting preserve this place cannot be surpassed. It could be made one of the most delightful homes in the South. For a fine resort hotel no better place can be found in America. The locality is pre-eminently healthy. Price \$10,000. For particulars address B. S. C., care MANUFACTURERS' RECORD. †

"We have purchased a piece of ground 550 feet on the water-front by 1000 feet in depth, with privilege of running a pier out into the water 800 feet additional, which will give us a piece of ground 500x1800 feet in Texas City. It is our present idea to begin at once to construct piers and build a shell-yard to concentrate compressed cotton. Later we will, no doubt, put up sheds and warehouses. We think

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